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Hooters On Blue Ridge

. . . Y's, A's, J's and K's

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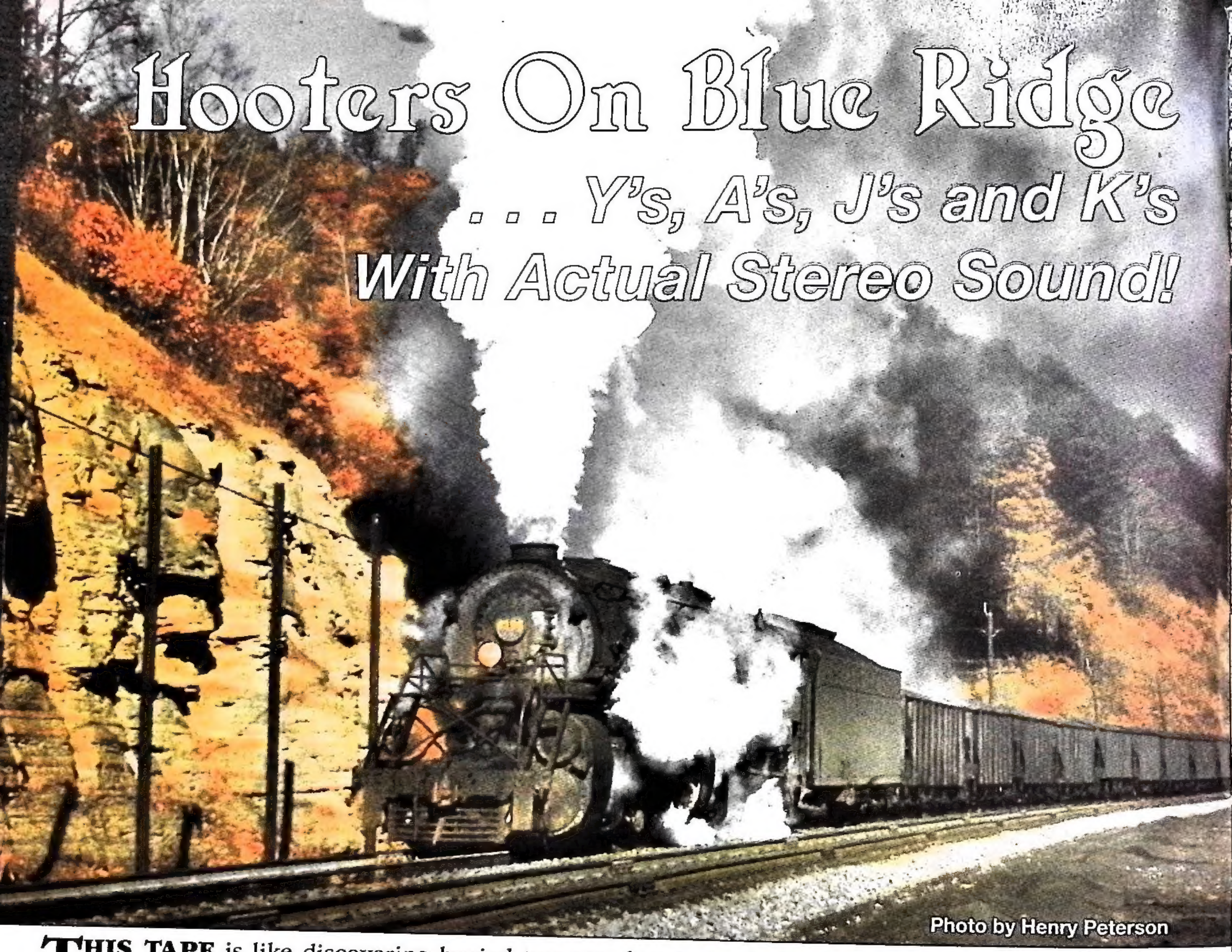

Photo by Henry Peterson

THIS TAPE is like discovering buried treasure, but instead of gold in a Caribbean island, it is 16mm color film with *actual real-time stereo sound* from the coal fields and mountain grades along the steam-era Norfolk & Western.

Goodheart Productions introduces the dramatic camerawork of Henry Peterson in ***Hooters On Blue Ridge***. Like such celebrated photographers as O. Winston Link, Bob Collins and Victor Hand, he also made many pilgrimages to the Norfolk & Western to film the country's last great steam show.

Here are the legendary performancers — the "Y3" and "Y6" 2-8-8-2's, the lanky A-class 2-6-6-4's, the bullet-nosed J-class 4-8-4's, streamlined and conventional K-class 4-8-2's, and even a glimpse of the *Jawn Henry* — doing smoke-filled battle at legendary railroad towns like Christiansburg and Williamson and on legendary gradients like Elkhorn Tunnel and the Blue Ridge.

Most astounding of all, much of this remarkable film was shot in real-time stereo. With pounding exhaust and actual heart-tugging "hooters" many so fondly remember, others can now experience! Like buried treasure brought to light, ***Hooters On Blue Ridge*** will thrill you with great smoke plumes, action-packed pans, and actual stereo sound. Approximately 45 minutes of computer enhanced and digitally color corrected video along with an additional 20 minutes of N&W steam sounds and some *very rare* N&W steam color stills.

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KODACHROME: IAN PURKISS

LYCOMING VALLEY SW9's went in to service which a fresh Reading-inspired paint job on October 11, 1997. The 238 (ex-Pittsburgh & Shawmut 1816) and 239 (ex-P&S 1776) were at Newberry Yard in Williamsport, Penn., on November 11, 1997. The Lycoming Valley operates ex-Reading and Pennsylvania Railroad trackage in the Williamsport-Muncy, Penn., area.

NEW GENERAL ELECTRIC UNITS for Canadian National were at Erie, Pennsylvania, on Sunday, November 9, 1997. The 2526 (**right**), a Dash 9-44CW, was on the Norfolk Southern siding outside of the plant as it awaited delivery to CN in Winnipeg. The locomotive acquisition is part of the Canadian road's program to take delivery of 80 new GE Dash 8 and 9 locomotives in the next couple of months.

KODACHROME: MIKE HOPPE

KODACHROME: VINCENT J. PORRECA

NORTHERN PLAINS GP35 3501 (ex-Denver & Rio Grande Western 3036) was at the Loveland, Colorado, facility of OmniTrax (**left**) on Monday, November 24, 1997. The 3501, named the *City of Devils Lake*, is one of three GP35s that OmniTrax is currently rebuilding for Northern Plains Railway, along with 3502 (ex-DRG&W 3033) and 3503 (ex-Southern Pacific 6631). The three are to be shipped to Fordville, North Dakota, for service on the NPRy, which operates former-Soo trackage in Minnesota and North Dakota. The 3502 was originally sold by SP to the Ashland Railway in Ohio where it was numbered 40 and painted orange and black, but the deal fell through and the locomotive never operated on the Ashland.

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From the Publisher's desk: Dinner & Steam on BC Rail

Disembarking in Vancouver, British Columbia, from the Amtrak *Talgo* train, our Carstens Tour Group was bussed to North Vancouver's Lonsdale Quay Hotel, located near the BC Rail station and adjacent to the Sea Bus ferry terminal, where a quick ferry ride across Burrad Inlet drops you off at the Sky Train station (an 18 mile automated, elevated trip across Vancouver). Hey, guys! This train has no motormen, no conductors or brakemen: it's all run by a black box! One fare paid for the entire round trip and we got back in time to dress up for the BC Dinner Train with its nine vintage diners from the C&O, WP, GN, CB&Q, ATSF, IC, NYC and Amtrak. (These cars operated on the Washington Central before being refurbished for BC Rail service.) Our train left BC Rail Station at 6:15 p.m., arriving at Porteau Cove at 7:45 p.m. After a layover, we left Porteau Cove at 8:45 p.m., returning to North Vancouver at 9:45 p.m. The dinner was superb, with a choice of roasted salmon, stuffed breast of guinea fowl, a filet of beef tenderloin and vegetable rotolo. Dinner started with a mushroom tart and finished with a choice of white chocolate soup or creme brulle. In *Twentieth Century Limited* days we would have enjoyed a cigar with a brandy but the *Pacific Starlight Dinner Train* is non-smoking. One elegant touch we enjoyed was dressing up to eat dinner on the train.

It was up early again the next morning for a ride behind the 2860 *Royal Hudson* to Squamish. The sun was bright and low in the sky, causing some contrast in both video and slides. Besides the 2860, reserve engine 3716 was spotted nicely while a BC Rail cow and calf worked the yard. The run to Squamish follows the coastline with snow capped mountains, waterfalls and other spectacular scenery. Passengers have the option of returning to North Vancouver via ferry at an extra fare. Most of our group took the free museum bus to the West Coast Railway Heritage Museum which has been amassing a great collection of rail equipment for well over 30 years. At the WCRHM we found several Pacific Great Eastern engines (Now BC Rail) and other rolling stock and power along with three venerable wooden cars that are being rebuilt. The glistening British Columbia observation car looked much as it did when it first left the builder. Returning to North Vancouver, we now awaited the next trip on the BC *Caribou Prospector*; 462 miles north in a four car Budd RDC train. What a trip! How much longer can the Budd cars last?

Robert O. Cosgrove • 1927-1997

Robert O. Cosgrove, 70, former advertising director of RAILFAN & RAILROAD, RAILROAD MODEL CRAFTSMAN and FLYING MODELS, died Monday, December 15, 1997, at Newton Memorial Hospital in Newton, New Jersey, following a long illness. Bob Cosgrove joined the staff of Carstens Publications, Inc., in 1982, having previously been vice president and advertising director of the *New Jersey Herald*, a local newspaper. It was during Bob's tenure that Carstens Publications began its change to computerized type-setting and more modern operations. Having helped with the change, he retired from Carstens in 1991.

Mr. Cosgrove was born and raised in the Newton area. A U.S. Army veteran of World War II, he was a graduate of Seton Hall University. Bob was a member of the Branchville Businessmen's Club, the Sussex County Historical Society, the Culver Lake Golf Club, Newton VFW Post 5360 and the Seton Hall Alumni Association.

The son of the late Edward and Esther Cosgrove, he was predeceased by a brother, Edward V. Cosgrove Jr. and a sister, Eileen Derrick. Mr. Cosgrove is survived by his wife of 45 years, the former Ellin Ellett; two daughters, Kim Taylor of Branchville and Lisa Cosgrove McGough of Natick, Mass., and four grandchildren.

RAILFAN® & RAILROAD

MARCH 1998/VOL.17 NO.3

RAILROAD / founded 1906 / vol. 119 no.12

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COVER

White Pass & Yukon Route shovel-nose GE 91 emerges from a tunnel during a photo runby on a Trains Unlimited, Tours excursion on September 19, 1997. Steve Brown gives us a tour of the WP&YR and we ride along with Les Clark on the WP&YR railfan special beginning on page 28. Kodachrome by Les Clark.

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A look at the mainline action on some of the Chicago area and northwest Indiana belt lines. This program focuses on some of the mainline action on the Elgin Joliet & Eastern (EJ&E), Indiana Harbor Belt (IHB) and CSX's ex Baltimore & Ohio Chicago Terminal (B&OCT). The EJ&E is the outermost Belt line around the Chicago area and crosses every major railroad coming into Chicago! The IHB and ex B&OCT intersect with most of the major railroads closer to and in Chicago. The EJ&E and IHB are heavy steel haulers as well as providers of transfer service among the other railroads. Many of the major roads run road trains and transfers on these belt lines and we capture the action. In addition we capture several EJ&E and IHB trains with their well-maintained classic EMD power and cabooses! There are seven active tower junctions shown in this program! Video captured from 1995 through late 1997.

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Look at C N including the ex-GTW at locations in Minnesota, Wisconsin, Illinois and Indiana running on BNSF, BRC, IHB, Conrail and GTW tracks. Video shot from 1994 through late 1997. Locations include: Minneapolis, St. Croix River crossing, Savanna, Rock River crossing, Shabonna, Sugar Grove, Eola, Naperville, Lisle, Downers Grove, LaGrange, Belt Railway of Chicago, Blue Island junction, Griffith crossing, Spriggsboro crossings, South Bend and more. Great motive power variety with CN, GT, DW&P, CV. Over 60 trains.
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Southern Pacific- East 1997

A look at post-merger SP trains in Illinois and Indiana. See over 50 trains on the SP Chicago to St. Louis (SPCSL) route and on BNSF, EJ&E, GTW and Belt Railway of Chicago tracks. Locations include Wilmington, Dwight, Odell, Pontiac, Chenoa, Bloomington, Lincoln, Springfield, Aurora, Galesburg, Galva, Neponset, Naperville, Eola, Bedford Park, Chicago, Griffith and more. UP and C&NW power appears, but the SP, D&RGW and SSW power still dominates. No duplications with any other SP/UP tapes. See great merger consists and motive power variety!
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FANMAIL

Illinois Central steam sunset

I have to believe that many of your readers continue to subscribe to R&R for the unexpected historical delights like "The Last Decade of Illinois Central Steam: 1950-1960" in the January 1998 R&R.

Steam had vanished from the Iowa Division in the late '50s and early '60s when as a teenager I rode the *Land O' Corn* to visit family in Waterloo. Seeing the color shot on page 39 of that E-unit-equipped, quintessential granger passenger train brought back many fond memories of dinner in the diner while also savoring the visual beauty of the Heartland at sunset.

Please continue to recapture the rich history of American railroading with articles like this.

NICHOLAS FOWLER
South Portland, Maine

Cover story

I wish to compliment the magazine and my friend Cliff Downey on "the Last Decade of Illinois Central Steam." A little background on my cover photo and also the one on page 42 might be of interest to your readers. In March 1960, we had two significant snows in the middle of the month, very unusual for Kentucky. I had heard rumors of some remaining IC steam activity and so on this sunny Saturday, the 26th, I decided to drive the 28 miles to Princeton to check it out. The highway was icy and slick and I soon had misgivings about the wisdom of the journey but I persevered and found the "Princeton turn" about to depart.

After photographing the departure from Princeton (the cover shot), I chased the train back toward Paducah, the roads being in better shape westward. Note that in the photo on page 42 the locomotive is pulling only one box car. The train had been dropped on the main at Eddyville, while the locomotive took that car a few miles west to Kuttawa. The car was set out on the house track of the freight depot mostly out of the photo to the extreme left. There is nothing in this photo that can be seen or duplicated today as all of the original town of Kuttawa now lies beneath the waters of Lake Barkley. The railroad — now the Paducah & Louisville — was relocated from Princeton west to the Cumberland River in the mid-1960s. It now crosses the river on the top of Barkley Dam. The towns of Eddyville and Kuttawa were also relocated at the same time.

So it was just a lucky happenstance that I made the trip that snowy Saturday. A week later and it probably would have been too late. Was this the last IC steam powered road freight? Who knows? But I would like to know!

WALLACE HENDERSON
Hopkinsville, Ky.

Tracking IC steam survivors

Charlie Conniff and I were standing side-by-side when that picture of Traxler Gravel Company 3571 at the top of page 44 in the January 1998 issue was taken. Either one of us could have been the original photographer of that picture.

I think Cliff Downey did a terrific job on his "The Last Decade of Illinois Central Steam" article, especially considering that he is too young to have had any first-hand knowledge of IC steam power!

As for me, I photographed steam power in eastern Louisiana and southern Mississippi at least six different times between June 1956 and January 1967. The first occasion was film exposures of 0-6-0 303 and 0-8-0s 3519 and 3572 under steam in the IC yard at Baton Rouge. All three of these engines later became the property of the Louisiana Eastern, which I visited three times in the 1961-1962 period.

The final trip was to Traxler Gravel, arriving just a couple of weeks after the company had given up railroad carloadings. From my firsthand knowledge of these operations, I feel sure that it was the Traxler Gravel engines (0-6-0's 261 and 272 plus the 0-8-0 3571) which the IC refused to move because of their "junk" condition (which they were!) that Downey mentions in his story.

Late in 1961, the IC still had 25 or 30 steam locomotives (0-6-0T, 0-8-0, 2-8-2 and 4-8-2) stored at McComb, Mississippi, of their own, so they could hardly have refused to move similar steam power off of the Louisiana Eastern. My last visit to the LERR was in August 1962 when the steam engines were actively being scrapped out. I was told that the reason so few of Paulsen Spence's engines were saved was because his family considered them to be worthless except for scrap and they were anxious to dispose of the old man's assets and divide up his wealth!

THOMAS LAWSON, JR.
Birmingham, Ala.

Pickens line not P&N

In RAILNEWS in the January issue, Anthony Fernandez gives a clear, concise and informative summary of the recent changes involving the Pickens Railway and Carolina Piedmont in upstate South Carolina.

A minor correction needs to be made in the sentence "the Pickens recently purchased the former P&N line from Belton Junction to Anderson from NS. . ." The words "former P&N" should be removed. NS was the owner of the line. Fifty years ago, the Belton-Anderson portion of the line was part of the Blue Ridge Railway.

The former P&N did have a line from Belton to Anderson but it was torn up in 1982. In my railroadiana collection are mileposts numbered 1, 2, and 3 from the long-gone Belton-Anderson branch of the former P&N.

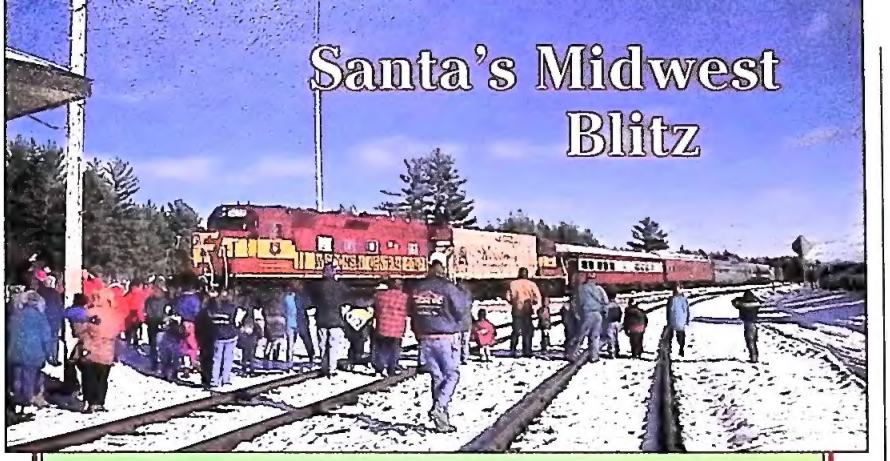
JIM SHEPPARD
Greenville, S.C.

Ohio Central *Steamfest*

Thank you for your coverage of the Ohio Central's *SteamFest '97* Railfan Weekend in the December 1997 issue.

One major correction needs to be made in your story, however. I am not the Chief Mechanical Officer at the Ohio Central Railroad System. That position is held by Mr. Timothy J. Sposato (formerly with Ross Rowland's Steam Locomotive Corporation

Santa's Midwest Blitz



FOR THE 1997 CHRISTMAS SEASON Santa and his elves had to learn the fine art of being in several places at once. At least five Christmas trains operated in the upper Midwest during late November and December, with most operating during the second weekend of December. Wisconsin Central, Wisconsin & Southern, Metra, Illinois Central and Kansas City Southern all fielded Santa Claus trains over various portions of their railroads.

Over Thanksgiving weekend Wisconsin & Southern ran a series of trips originating out of Middleton (Madison),Wisconsin for the benefit of a local boy scout troop. Trips featured the Northern Pride train set pulled by WSOR's pair of E's

Santa and his helpers didn't have too far to go from their North Pole home to ride Wisconsin Central's first annual Santa Claus Special between Gladstone, Michigan, and Ashland, Wisconsin. The train started in Gladstone/Escanaba, Michigan on Friday evening the 12th where 773 guests were greeted by ol' St. Nick. On Saturday morning the train headed to Powers, Michigan, Pembine, Goodman, and Rhinelander, Wisconsin. At each stop Santa and his helpers were greeted to larger than expected crowds with counts over the 550 mark at Pembine (**above**) where about 300 were expected. On Sunday the train made stops at Phillips, Park Falls, Glidden, Mellen, Marengo and Ashland on the old Soo line to Ashland.

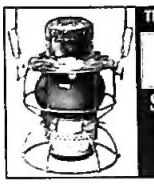
THREE FUJICHROMES BOB GALLEGOS

At each stop volunteers from the local fire departments, the railroad and the community served Christmas cookies and warm drinks. At Pembine, Steve Felder of Woodsong Gallery received donations for decorating the Pembine depot. Proceeds above what was needed and donations taken at the event were donated to the local food pantry. Each child through the train gave Santa an "official" Christmas list of what they wanted and each received Operation Lifesaver coloring books and a candy cane donated by the railroad.

With the overwhelming success of the event it's likely that it may be repeated next year according to J. Reilly McCarren, Executive V.P. and Chief Operating Officer for WC (**below**), but don't look for the train out on WC's mainline near big cities. Mr. McCarren, who began a continuing Santa Claus train tradition on the Gateway Western during his tenure, prefers to keep the moves in rural areas where there isn't a Santa Claus in every mall or department store.

As for the railfan stats on the train, the 1997 Santa Claus Special was headed up by WC's two 10th Anniversary-lettered GP40's, business car *Prairie Rose,* Algoma Central heavyweight *Michipicoten,* dome business car *Sierra Hotel* and former GB&W business car/caboose-turned-camp car 77.

Several other midwestern Christmas specials also operated over the weekend of the 13th and 14th. In Chicago, Metra operated trains from Blue Island and Joliet to a secret destination where Santa sat in a magical wonderland. Illinois Central also fielded a Santa Claus train on its Chicago district which ran south from Chicago to Champaign. Finally, the Santa Claus trains begun on the Gateway Western by Mr. McCarren continue with this year's special operating between Godfrey, Illinois (St. Louis) and Kansas City — BOB GALLEGOS.



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HIGHLIGHTS only are mentioned; each issue contains several more delights!

#1 NOV '92 - Contest winners: Cumbres Stall; Flaming GE; Boston & Worcester; DL&W in 1957; Kansas City diamonds; UP's "drive thru", more.

#2 FEB '93 - Wrecks (1950s to 90s); South Shore's Airport Connection; MARC; Building an Amtrak station; RF&P in 1988; Challenger on the Clinchfield; etc.

#3 MAY '93 - X2000 story; Winter from "Capitol" dome; Maryland Scenic FAs; Pittsburgh Light Rail; Australia; CTA retirements; Monongahela Postlude; Stranded!

#4 AUG '93 - I.C.E. train testing & tour; Berea; St Louis Metrolink; "River Cities"; Flood detours; Mohawk Valley (NYC; CR); Dolton Jct; Miniature Steam, Misc.

#5 NOV '93 - New York City area festival (1960s to 1993); W&W Alcos; Pennsy steam in 1957; C&IM steam (4-4-0!) & diesel; Concrete tie laying; Joliet, usw.

#6 FEB '94 Deep Freeze: Amtrak, CSX; "Pennsylvanian" journey; Carnegie model RR; PRR diesels; Coal Drag Duet; NYC "Jet" RDC test; KB&S Alcos; Cog (NH); et.al.

#7 MAY '94 Jersey Shore ("Nellie Bly"; AC revival); BN Fs to Winter Park; 1950s festival at St Louis and Rondout; Poughkeepsie Bridge; Ride the M&NJ.

#8 AUG '94 Dome car at 50; Cal. Zephyr ride 1960s; 1984 at the Loop; #4449 M&SV; GTW Steam; Ski Train; A&WP #290; N-S Burnside Bridge; Gallery.

#9 NOV '94 East Broad Top Spectacular; Gallitzin Tunnel Project; Miller Tower; W.M. Scenic Steam cab ride; DD40 Indian Summer; Gettysburg Steam, River Ferry.

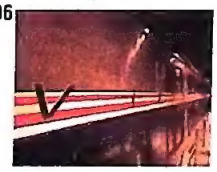
#10 FEB '95 E-L Memories; St. Clair Tunnel Break through; IC 1960 steam reprieve; CSX punches through snow; UP Challenger excursions; Arkansas Alcos; Talgo tour.

#11 MAY '95 "Advertising" PCCs; C&TS Double-header; Sand Patch; Loco Simulator; Marion, OH Tower closes; "I Think I Can" on GTW; Cotton Belt #819; BM&R; BC Winter.

#12 AUG '95 Frisco passenger trains; Cigar for Amtrak; "Blue Bird"; KCS in Arkansas; 611 & 1218; Beach Train; Industrial RR Sampler; Mt. Rainier triple; Limping Shay; More

#13 NOV '95 Turbomeca rebuilds; Operation Lifesaver W&LE demo; FL-9 Cab to Danbury; #4449 in the Cascades; Algoma's Fs; "Not" the Broadway; KATY minus rails.

#14 FEB '96 1950s winter on the Colorado Narrow Gauge; "Viewliners" debut; PRR 1946 at Homewood Jct; China Steam; Michigan and Wisconsin action; S.F. color PCCs.



#15 MAY '96 "Plumes across the Poconos" Steamtown's Winter Fantasy; #614T coal test; "Cincinnatian" and other B&O Steam; CN Electrics; Coffee Pots and more.

#16 AUG '96 Cleveland's Waterfront Line & Streetcar Heritage; MidTown Direct; Lisbon Trolleys; Dolton Tower; Phoenix Sunset; Canadian Diary; Crane vs Crane!

#17 NOV '96 #614 Thunders on the ERIE; Pennsy Pioneer III Farewell; "Piedmont"; Dallas revival; Burlington Festival 1950s; Terre Haute; American Orient Express.

#18 FEB '97 Santa Fe Tribute (1950s-1996); C&O #2716 on TP&W Freight; UP 844 Arkansas Trips; Ft Worth's Tower 55 & 100-year old "Tarantula"; Cuba; More!

#19 MAY '97 Where planes take trains; #4501 Mainline Green to Shortline Black; "Blue Comet"; Durango & Silverton; Conrail multi-train action; Late News items.

#20 AUG '97 SP "Spirit that Won the West"; N&W in 1950's; Frisco 1522; Missouri Mid-Summer; Golden Chariot Serenade and More!

#21 NOV '97 NYC Subway "Triplex" reprise; Challenger on Cajon; Beyer Garratt and more Ausie steam; Flexliner; Tenn. Pass Farewell; ten more subjects.

FEBRUARY 1998: Two more great hours: Trouble on Horseshoe; America's least traveled rail transit line; Green & Gold FP-7s roar in Alabama; Nighttime is Amtrak time in Ohio; STEAM: Recent outings of 614, 587, 1522 and more; Vintage scenes of Atlantic City trolleys in snow, Pennsy electrics, 1948 Chicago Rail Fair and more; Catenary + Ice = Light Show and many other items - even a quick blimp ride! $22 Postpaid; or begin your year's subscription for just $64.00.

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This listing provides short summaries of Revelation rail video programs. Available separately are lists of audio tapes, books, and videos of other producers.

• • • • • FALLEN FLAGS • • • • •

BEFORE THE HYPHEN - 90 Min. 1950s ERIE; DL&W; early E-L. Cab units to first C-424s

FRIENDLY SERVICE ROUTE - 107 Min."Phoebe Snow" and her sisters; Commuters, Freight, Marion, MofW, Mid-1960s to the end of E-L.

COME TO THE FAIR - 70 Min. Two short B&W films on 1939 World's Fair and War Transportation, plus 40 Min. color films of E-L. East End.

WEST END - 70 Min. Ohio to Chicago in mid-70s - E8s, SD45-2s, Milw Fs passing stations, towers and semaphores long gone.

CHATHAM CHOO CHOO - 54 Min. 1830s - 1997 Overview of the Morris & Essex from "Spitfire" to ALP44s.

E-L ENCORE - 77 Min. Cleveland Ore Dock, Bloomsburg Branch, Southern Tier and system wide, 1960s - 70s.

E- L LEGACY (2-tape set, $38) 3-1/2 Hours. "Before & After" comparisons along the ERIE (tape 1) and DL&W (tape 2). 1996 operations contrasted with ERIE Berks and new Fs and Es, early Conrail at Suffern, great reference work.

LATE GREAT NICKEL PLATE - 50 Min. Spotlighting Berkshires at speed, often in Winter settings near lake Erie. Sound.

FROM A TO SHAY - 50 Min. N&W heavy steam! Also Buffalo Creek & Gauley, Elk River, Ely Thomas lumber and more. Sound.

BALTIMORE & OHIO IN TRANSITION - 65 Min. EM-1s, Mountains, Mikes and more alongside, and teamed with, GPs, FAs, Es. Pace a Pacific at 80 per

JUST AS WIDE - 65 Min. Celebration of the steam short line of the 50s and early 60s! East Jordan and Southern 2-6-0, Great Western, Rayonier, Westside, Magma Arizona, Bevier & Southern, and others.

DOMINION STEAM - 60 Min. Southern Ontario (Toronto, Guelph Hill, Ft. Erie) CP and CN steam on passenger and freight. Doubleheaders, mixeds, Royalty! SOUND.

DOMINION STEAM EAST - 57 Min. 1953 views of S. Nova Scotia where rails are now gone. Wonderful close up of railroaders at work (and leisure). Also Cape Breton steam, #6218 in WINTER !

MID-AMERICA AT MID-CENTURY - 90 Min. A must! Bonanza of "changing times" scenes in Illinois, from Electroliners to Zephyrs, Big Steam (NYC, IC, CB&O, NKP) plus super steam views on C&IM along with close ups of coal dumper. Major Illinois Terminal section, Wabash, St touts Union in 1952, Santa Fe, action at Rondout, Aurora. Truman Special, more.

WALLIN'S WONDERS - 50 Min. Richard Wallin's films of GM&O and Rock Island in the early 60s. GM&O Fs and Es, last FAs in Mississippi, R.I. BL-2s, many oddballs + Aerotrain!

LINCOLNLAND RAILS - 80 Min. Near Abe's home in Springfield swirled action of GM&O, Wabash, IC, IT, B&O and C&IM. Variety of eras spans the 50s to 1991. Tower visits.

NORTH AMERICAN TROLLEY TREASURES 77 Min. Traction fans, you are not forgotten! 1940s and 50s see the likes of Indiana Electric, Pacific Electric, West Penn, CA&E Illinois Terminal (early views than seen in #14 above), and over a dozen more from Iowa to Altoona to Canada!

PENN CENTRAL - 76 Min. Combine PRR, NYC, NH; make bankruptcy! 1968-1976 saga of a sad era, but one with a wide variety of motive power. System wide with much in NY state.

FROM THE ASHES - 60 Min. -Good compliment to PC tape, showing the early months of CONRAIL. See E-LE8s on former Penn, Fs and Alcos in Columbus, Corridor, NY&LB predecessor roads.

A WELL-WORN SHOE - One Hour. Horseshoe Curve from the 1850s to 1997. Coming April 1, 1998.

JERSEY!! - 65 Min. Fifteen years of change, 1968 to 1982, along Pennsy and CNJ rails. If you like electric railroading, and GG-1s in particular, this will be a favorite. The Princeton Jct "raceway", Elizabeth "S" curve, Newark, South Amboy and other PRR, CNJ haunts. SOUND, with some music. Intense action with unequaled variety!

RAIL TREK- THREE TAPE SET (singles may be purchased); 5 + Hours! Sample the rail scene of the 60s and 70s, passenger freight!

Vol 1: EAST - 105 Min. ("high speed" rush hour, Kenova, Birmingham, Pittsburgh...)

Vol 2: MIDWEST - 90 Min. (Ride KCS, see Frisco, St Louis, Katy, C&NW, IC...)

Vol 3: WEST - 102 Min. (Transcontinentals Sherman, Front Range, Milw electrics)

RUBBER CITY RAILS - THREE TAPE SET (singles may be purchased); Total 5 Hours.

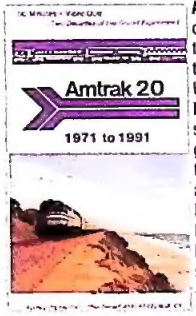
Vol 1: Historic Akron with B&O steam, 1956 crossing accident (!), ERIE, NKP, AC&Y "manual" track gang, NYC+PRR+B&O at Ravenna, wrecks. Get this one!

Vol 2: 1989-1990 CSX "color parade", ride Akron & Barberton Belt over now abandoned Goodyear Bridge route, Mikado #4070, CR, Amtrak, N&W...

Vol 3: More historic 1950s in first half hour, followed by the best of the early 90s. (VOL 1 is 68 Min., VOL 2 is 104 Min; VOL 3 is 112 Min).

• • •TRAVEL AND PASSENGER TRAINS - SEE THE U.S.A.! • • •

THROUGH THE GUIDE - 115 Min. Trains of over 40 lines, mostly 1960s. Valuable reference work showing-color schemes typical consists of name and secondary trains, NH, LV, NYC, PRR, etc.



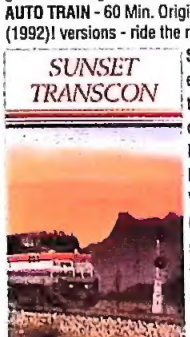
AMTRAK 20 - 95 min. 1971 to 1991 chronology of changes to the Amtrak system with focus on "rainbow" mixtures of the early years. "Day One" at Chicago Union! Ends with brief Quiz.

RAILSCAPES - 110- Min. Amtrak's most scenic lines in 1991; a 9,000 mile photographic odyssey. Visit "K" Tower, ride a turbo cab, preparing breakfast, Railfair, and great AMERICA!!

BROADWAY LIMITED - 100 Min. Historical study of a great train from inception in 1902 through final run in 1995. Rare old film and modern video traces her career.

GREENBIER LIMITED - One Hour. It lasted all too briefly. Ex-20th CENTURY obs. brought up the markers in style on the American-European Express in 1991. Ride Chicago - NY via the C&O route. Seven-course dinners, live piano music and elegant furnishings would make Chessie purr!

AUTO TRAIN - 60 Min. Original and Amtrak (1992)! versions - ride the ramp to a car carrier's 3rd deck!



SUNSET TRANSCON - 102 Min. SP and early Amtrak history of "Sunset Limited" - then press run, Miami open house, and ride on FIRST Miami - L.A. trip in April, 1993. Plus SOUTHWEST CHIEF.

BIRTH OF A VIEWLINER - 60 Min. - New single-level sleepers! The shells are fabricated at the former Pullman works in south Chicago. Assembly activity then switches to Hornell, NY, inside the ex-ERIE locomotive shop. See testing and revenue service on the LAKE SHORE in 1995.

• • • • • CANADA, THE GREAT DOMINION!!! • • • • •

CANADA'S SHOWCASE - 112 Min. The "Canadian" story, plus a winter run with cab view of Spiral Tunnels! Wow!

CANYON DAWN - 90 Min. Supplement to above, cab views from #1 and from caboose, of Thompson Canyon.

SILVER BLUE - 75 Min. Same train 5 years later, in 1994. CN Toronto - Jasper - Vancouver.

TO THE NORTHERN LIGHTS - 65 Min. April 1994 ride to Churchill aboard FP-9. Steam heat, piggybacks, polar bears!

RAILS ON VANCOUVER ISLAND - 63 Min. Historic steam logging, ferry slip, "Malahat" RDC, CP freight, Canfor 2-8-2!

ROCKY MOUNTAINEER - 60 Min. Rockies by daylight, Van. to Banff and Calgary. Super Dome! 1996 ride.

MANITOBA NIXED - 60 Min. Lurch along to Lynn lake, a "transported" town! Rare films, and a rare train!!

BLACK! DIAMOND TO GASPE' - 104 Min. Ride BROADWAY to NY, MONTREALER and CHALEUR to pristine Gaspe' region. LV 353.

VIA EAST / MARITIME MLWs - Two Hours. (2 programs on one tape) Ride ATLANTIC and OCEAN; see Alcos, container port, gypsum dumper, more!

• • •MEXICO AND JAPAN!! • • •

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Part 2. (70 Min) SP of Mexico to Guadalajara, coast & canyons. Tunnel work on Manzanillo Line, Los Reyes branch; Railroaders Festival!!!

Part 3: (60 Min) Our RS-11 is joined by an FT! Steamer #2 at Empalme Shops...

RAILROAD ISLAND - 99 Min. A visit to Japan, 1997. Bullets, Limited Expresses, Luxury Overnighters, Locals and Steam!! Hi Hi...

RISING SUN TRACTION - 108 Min. Colorful trolleys, interurbans and mountain climbing lines on all four islands.

• • •OTHER TAPES: Contemporary & Miscellaneous subjects • • •

WHEELING -LAKE ERIE - 70 Min.

TOWERS- 69 Min. CSX Miller, Cumberland ...

OHIO CENTRAL - 60 Min.

STEEL CITY EXPRESS - 60 Min. #765 in 1993.

MIDWAY U.S.A. Neb. 98 Min.

ALGOMA CENTRAL 60 Min.

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ALTHOUGH YOU WON'T FIND ALCOS still rostered on any of the five major railroads in the United States, locomotives based on Alco design and built by the Montreal Locomotive Works still soldier on north of the border. The last big MLW holdout is the St. Lawrence & Hudson Railway, the eastern Canada subsidiary of the Canadian Pacific. Working out of St. Luc yard in Montreal, the StL&H still rosters 16 C424s, one M636 (re-engined with a Caterpillar prime mover) and 35 RS18u's (upgraded from RS18s in the 1980s). Another nine RS18s still work for parent CPR on the Algoma District in northern Ontario, but are maintained at St. Luc.

On the night of December 8, 1997, in the town of Smiths Falls, Ontario, a small portion of the StL&H fleet is idling the night away. On this chilly evening we find C424 4210 in the snow (**above**), along with RS18u 1815 (**below**). This may be the last winter of active service for both units.

CPR has 101 new GE AC4400CW's heading into western Canada for service, which will free up a lot of EMD power to come east, replacing the venerable MLWs. In fact, the MLW defection may start as early as Spring 1998, as a new short line in Quebec and New Brunswick may take 13 of the units off the StL&H roster — S.B. WITH ADDITIONAL INFORMATION FROM EARL W. ROBERTS.

KODACHROMES, LUMEDYNE LIGHTING AND MOON DOUBLE-EXPOSURES STEVE BARRY

of America and the NS Steam Program). My position is that of Engineer and I was *SteamFest '97's* Event Coordinator.

Also of interest, although Denny (Dennis) Varian was the railroad's Trainmaster during SteamFest '97, his normal title at the railroad is S.L.E. (Supervisor of Locomotive Engineers).

Once again, thank you for the coverage and for providing the flash for the night photo session. Those pictures came out spectacular.

While it's still to early to make a commitment, railroad management was pleased with 1997's event and, although it will not become an annual event, readers should look forward to something big in 1999 or 2000.

GRANT G. GEIST
Sugarcreek, Ohio

Locating Cooperstown Junction

I just grabbed the January '98 RAILFAN at Fountain Hobbies here in West Virginia's capital city and while reading RAILNEWS on page 24 I was put into emergency by the Cooperstown and Charlotte Valley comeback item by the sentence "The C&CV Railway runs from Cooperstown, N.Y., the home of the Baseball Hall of Fame, 15.8 miles south to Cooperstown Junction, which is located in Milford, New York."

Huh??!

While I'm three years removed from upstate New York, my memory is not so faded about the region to remember that Cooperstown Junction is *not* located in Milford, New York.

Ya gotta go a bit further south than Milford to reach the Junction. Maybe the person who penned that was a mite confused because of the Pennsy GG1s alongside the old D&H main at that point, and thought he was at Frankford Junction, therefore the station at Milford had to be. . . or something like that.

Anyways, the IC article was great and as usual the issue was enjoyable.

J.J. YOUNG, JR.
Charleston, W. Va.

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027-7844 (615/833-5077) will sponsor the following excursions out of Nashville. Ticket prices range from $15 to $50, reservations are required.Write to the museum for a ticket order form.

February 14, Valentines Day trip to Watertown.
April 4, Easter Bunny trip to Watertown.
April 18, Mile-Long Yard Sale trip to Watertown.
June 6, Summer Fun Festival trip to Gordonsville.

HACKENSACK, NEW JERSEY, February 28. EastRail '98 sponsored by the United Railroad Historical Society of New Jersey at Bergen Technical School, 200 Hackensack Avenue South, 10am-6pm. Professional multi-media presentations covering the East Broad Top, snow plows, Erie Lackawanna MU's, Texas railroads, New York harbor operations, video from Mark I and more. Scheduled presenters include Greg McDonnell, Scott Snell, Bob Hart, Jr., Conrad Milster, Steve Barry, Frank Etzel, K.C. Smith and Rich Wallace. Tickets $12 at the door, $10 in advance from URHS, P.O. Box 711, Clark, NJ 07066-0711; information/credit cards phone 732/671-9644 evenings.

NEW FREEDOM, PENNSYLVANIA, March 7. Trip over Northern Central Railway from New Freedom to York, Pa., with B&O-painted Alco FA and D&H-painted Alco RS32. Four

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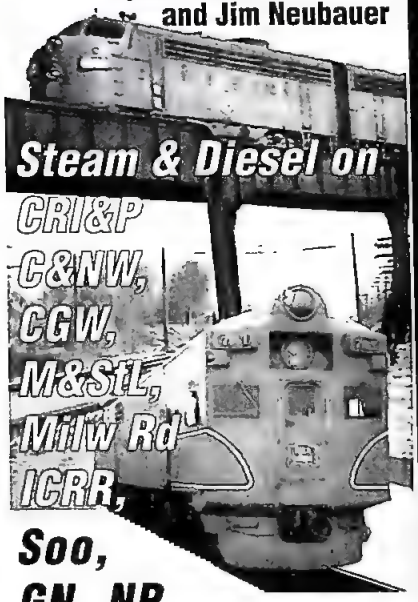

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Ushers Club and Bluewater Michigan Chapter NRHS at St. Martha's Parish Hall, 18100 Oakwood Blvd., noon-4pm. Admission $2, family $5. Information: 313/277-2419 after 5pm.

CLARK, NEW JERSEY, March 8. Annual Train Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway exit 135, 9am-3:30pm. Admission $4, family maximum $8. Information: Jersey Central NRHS Train Show & Sale, c/o Mitch Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904.

WARREN, MICHIGAN, March 8. Show & Sale sponsored by Gartiot Valley Railroad Club at Macomb Community College Field House, between 12 Mile & Martin Road and between Hayes & Bunert (off I-676), 10am-3pm. Admission $3, kids under 12 free. Information: Uwe Thormaehlen, 281 North Avenue, Mt. Clemens, MI 48043; 810/468-4877; e-mail michvhf.com/~gvrr.

FRANKFORD, DELAWARE, March 14. 5th Annual Indian River High School Toy & Train Show & Sale at Indian River High School Cafeteria, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Tom Mahler at 302/945-4800.

RALEIGH, NORTH CAROLINA, March 14-15. North Carolina Railroadiana & Model Train Show at the North Carolina State Fair, Governor W. Kerr Scott Building, Saturday 9am-5pm and Sunday 10am-3pm. Admission $5 for two-day pass, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

BURNABY, BRITISH COLUMBIA, March 15. 16th Annual Western Rails Model Railroad & Railroadiana Show, 9am-4pm, admission $2, family $5. Information: Paul Roy, 3874 Winlake Cres., Burnaby, B.C., V5A 2G5.

ST. LOUIS, MISSOURI, March 21. Railroad Swap Meet sponsored by Boeing Employees' Railroad Club - St. Louis (formerly McDonnell Douglas Railroad Club) at Greensfelder Recreation Complex at Queeny Park, 550 Weldman Road, 10am-3pm. Admission $2, under 12 free. Information: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206; 314/668-6313 after 6:30pm CST.

FAIRFIELD, CONNECTICUT, March 29. Station Stop 98 sponsored by Housatonic Model Railway Club at Tomlinson Middle School, 200 Unquowa Road, 10am-4pm. Admission $4, kids $2. Information: Housatonic Railway Show, P.O. Box 234, Fairfield, CT 06430; 203/255-3795 Friday evenings.

SUSQUEHANNA, PENNSYLVANIA, March 29. Susquehanna Train & Toy Show sponsored by Susquehanna Fire Dept. at The Iron Horse Train Station, Erie Blvd., 9am-3pm. Admission $3, seniors $2, under 12 free. Information: Bob Burns, 417 Grand Street, Susquehanna, PA 18847; 717/853-4710.

SHIPPENSBURG, PENNSYLVANIA, March 29. 2nd Annual Model Railroad & Railroadiana Show at the Beistle Company, Walnit Bottom Road East, 9am-3pm. Admission $3, kids under 13 free. Information: Chris Marotte, P.O. Box 643, Chambersburg, PA 17201; 717/267-3152 from 6pm-9pm EST.

BATAVIA, NEW YORK, March 29. Great Batavia Train Show sponsored by Genesee Society of Model Engineers at Batavia Downs Race Track, 8315 Park Road, 9:30am-3:30pm. Admission $3, students $1, under 12 free. Information: Mike Pyszczek, P.O. Box 75, Oakfield, NY 14125; 716/768-4579.

CAMERA BAG

by JIM BOYD

Building a research library

Part two: books

SOME EARNEST RAILFAN might rightfully inquire, "What does a research library have to do with photography?" Well, to me, photography is more than just taking train pictures, it's also putting those pictures to a practical use. Some fans take pictures for the jolly heck of it — pure recreation. Others might develop a stock library of rail images for use by others doing books or magazine articles.

When I was in college, I concluded that railfanning was way too much of an obsession and a serious waste of time and money if I couldn't do something useful with it. In 1963 RAILROAD MODEL CRAFTSMAN contributor Russ Porter showed me how to write and illustrate a magazine article, and suddenly my obsession had a useful direction. After more than 35 years of taking train pictures and making a very rewarding career out of it, I'm now at the next phase of my railfanning: putting all those accumulated images to practical use in my retirement by writing books.

Thus arose the topic of a research library. It's something I didn't consider as necessary back in 1963 but was lucky enough to stumble into along the way Today that research library will give me a resource as valuable as my photos for the rest of my working life. Perhaps some young and enthusiastic railfan can learn easily from this column what years of experience taught me the hard way. As I said last month, first build a foundation by subscribing to and keeping the general interest magazines like R&R, *Trains, Extra 2200 South* and *TheShort Line* to give you an ongoing "real time" record of railfan events and equipment news. The "general interest" magazines are essential, because youcan't possibly know today what you will desperately need 25 years from now — but these four well-indexed magazines and a stock of *Official Guides* will get you in the ballpark for almost anything.

Now comes the matter of books. This is a bit more difficult to categorize in a general manner, except to say that you should accumulate any books that relate to your particular field of interest — nobody can get every book on every subject! But the books of most value for a future reference library will tend to be the "solid" histories and technical pieces, rather than the attractive but often "fluffy" pictorials or "coffee table books" (this may seem strange to say for one who is planning on authoring a number of pictorials). I have found, however, Carlton Corliss' dry, textbook-like *Main Line of Mid-America* of 1950 was far more valuable in writing my *Illinois Central: Monday Mornin' Rails* than all the Lucius Beebe and Don Ball pictorials put together. Look for books with substance and content in your field of interest, and don't pass them up just because they don't have lots of pretty pictures. Since my primary interests are locomotives and railroad operations (ascompared to, say, freight cars or signaling), my library reflects that rangeof titles. I got caught off base with John Kirkland's fine Interurban

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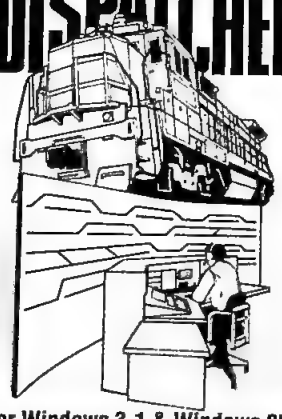

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RAILROAD AVENUE ENTERPRISES

Press series on *The Locomotive Builders* and last month bought my own copy of Volume Three on Baldwin so I wouldn't have to depend on the one in theCarstens library for a future project on Baldwins. (If anybody knows where I can buy a copy of Kirkland's history of Alco, please let me know through Steve or Chris at R&R — it's out of print, and I didn't buy a copy when it was readily available. If there is any goal of this CAMERA BAG, it's to alert you to be aware of books which will be of great future value that will go out of print and to get them when you can!)

Why buy books to write other books — isn't that plagiarism? Not really. Sure, some unscrupulous author might lift information from one book to put in another and claim credit for it, but writing is more a matter of developing a story or concept that you want to sell and then finding all the documentation you can on the subject. You then compare the various previously published works, resolve conflicts in information through other sources, and draw your own — hopefully new or more enlightened — conclusions. A good author will buttress published material with "original source" information, new photos and maybe a whole new outlook on the subject.

For instance, I'm working on a history of the Lehigh & Hudson River Railroad. For this project I've consulted books on the Reading Company, the New Haven, the Lehigh & New England, DL&W and Erie, as well as local volumes on NewJersey history and mineral mining (the latter of which I bought at a Franklin, N.J., mining museum). To this I'm adding an incredible wealth of "original source" material gathered over the years from the railroad itself by Bob Mohowski, Ed Crist and John Krause. They will all be well credited in the book for their work, and my L&HR book will contain a look at the railroad far beyond anything that has been previously published. All the material will combine to produce something of value greater than the sum of the original components, because it will be all together in one place.

It would have been difficult to anticipate what books I'd need for a project like this. Fortunately, I had the Carstens library available with most of the needed volumes in it. But what if I hadn't had the Carstens library? How would I locate that material? I have found railroadiana meets like those advertised in TIMETABLE to be valuable sources for books, both current and out-of-print. At such an event, you can usually look through the books a seller has available and decide if it includes the type of material you need. I have never found public libraries to be of much use for finding anything other than the most general of railroad books — though for "outlanders" they are often the only source available.

Two excellent local railfan book dealers set up shop at the Tri-State NRHS meeting every month and, now that I'm "on my own," I've been giving their stock a much closer scrutiny and have spent more than a couple of bucks lately. A couple of local hobby shops also carry excellent stocks of railroad books. (One handy trick — if you want to find a recently out-of print book on an Eastern railroad, try a hobby shop on the West Coast where it might not be such a hot seller!) My point here is to get you thinking about collecting books that might be of future use for doing something with your photos, such as books or magazine articles. You know what you have photographed and what you are interested in photographing, so look for books that give solid information in those areas.

But this isn't all work and no play. Go ahead and collect books of any kind that interest you — including all those pictorials. This hobby is for enjoyment, and not all books are intended for documentation or research. A railfan can learn from observing the techniques of other photographers as presented in books and magazines. Who is your favorite photographer, and what makes his work so appealing? Study the images and try them yourself. Much of the fun of railfan photography is learning both the creative camera aspect and the knowledge of the railroad environment and equipment.

Historical societies and maps

Many of the historical & technical societies have excellent magazine-type publications which are worthy of research library preservation. By all means join the H&TS of your favorite railroad or systems of particular interest. And like the general interest magazines, keep the society publications in a binder so you have a complete set for future reference.

Another thing I'm going to add to my library this week is a simple highway road atlas of North America — the kind with all the states and provinces you will find at almost any gas station mini-mart. Even though it doesn't have the railroads, such an atlas will get you the correct spelling of Nantahala Gorge (see MARKERS) or the highway number and distance between Roanoke and Bluefield. Also support this general contemporary highway map book with specific railroad maps such as Mike Walker's excellent series of the "RailroadAtlas of North America" (see ad on page 23.)

Trying to build a good research library at the end of your railfan career can be a daunting task, but as a valuable support for you photographic pursuits, the gradual accumulation of books and magazines and their systematic preservation will give you a resource of lasting enjoyment and value. I wish I'd made myself aware of it sooner.

I'D LIKE YOU TO MEET ...

Steve Brown

The author of this month's feature on the White Pass & Yukon Route is a world traveler often found in search of steam. Steve Brown was born in 1962 and says he must have genetically inherited the hobby. His earliest

memories are of riding the famed steam excursions on the Chicago, Burlington & Quincy and watching Chicago & North Western streamliners go by. That's not a bad way to catch the railfanning bug.

His early teens were spent exploring the '70s railroad scene around Chicago via public transit and his bicycle. Favorite places then included the Milwaukee Road depot at Morton Grove, the Roosevelt Road bridge over the leads to Chicago's LaSalle Street Station and Union Station and Dolton crossing. With the acquisition of a drivers license he began to explore farther into the Midwest.

Steve graduated from Western Illinois University with a B.A. in transportation. He was hired by United Airlines in 1987 and has spent the last ten years flying the friendly skies around the world in search of steam or a good train ride. Destinations have included several trips to China, Europe, Africa, Australia and New Zealand. Most recently, he just returned from Russia after riding the Baikal-Amur main line and the Trans Siberian Railroad. His photo credits and byline have appeared frequently in R&R (including the feature on "Steam in Poland Today" in the April 1993 issue), *Passenger Train Journal* and *Locomotive & Railway Preservation*. His photos have also appeared in ads and brochures for the *Spirit of Washington* dinner train, postcards and brochures for the Illinois Railway Museum and he is currently doing work for VIA Rail.

Steve started shooting with a Pentax K1000 and eventually moved on to Canon equipment, owning several AE-1s and an A1. "At the time I wanted a fully manual camera except for a power winder. I found these camera available on the used market at a reasonable cost. Several years ago, I purchased a Canon A2 because I was shooting a lot of wildlife and needed autofocus capabilities. It was difficult to set up and focus a manual lens on a leaping orca! I did not trust the camera at first and kept the speed and aperture on manual settings. I tried one roll on fully automatic as an experiment and from that time on became a believer. I still don't trust it fully in abnormal lightiong conditions or when shooting black subjects."

Steve's first loves are steam locomotives and passenger trains, but he enjoys anything that rolls on rails. In addition to his foreign steam reporting and this month's White Pass feature, we can usually count on Steve to provide us with photos from Colorado narrow gauge country and other steam events on this side of the Atlantic (or Pacific). His news submissions include a Cumbres & Toltec Scenic charter in a blizzard and coverage of C&TS's rotary plow clearing the line. He also contributed to our coverage of the June 1997 *Royal Gorge Steam Special.*

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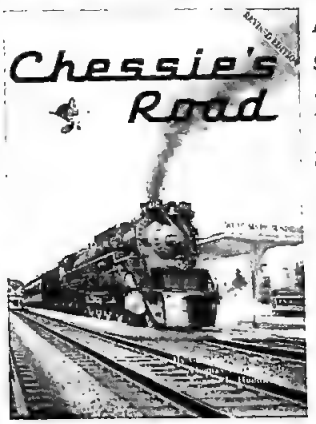

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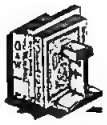

What's new?

If you've never been to the wilds of West Virginia and are wondering what all the fus is over the Cass Scenic Railroad, you might want to pick up a copy of **Essential Cass: An Overview of Cass Scenic Railroad State Park** by Philip V. Bagdon, with the photography of John W. Farrell. This soft-cover booklet has 30 5"×7½" pages with full color photos. The text includes an overview of the attractions around Cass, a description of the ride to the top of Bald Knob and a brief history of the line since it became a scenic railroad and another brief history of the pre-tourist era. The book costs $5.95 and is available from Dog & Pony Show Productions, P.O. Box 1, Hinton, WV 25951.

Last call for calendars

Our last bunch of calendars for 1998 includes a couple of historical society productions, starting with the **1998 El Paso Railroad Calendar,** published by the Southwest Chapter of the Railway & Locomotive Historical Society. It includes 14 black & white views taken around the Texas city. It folds out to 11"×17" and inside you'll find views such as the *Sunset Limited* behind SP E7s at the Union Depot, a broadside view of Alamagordo & Sacramento Mountain 2-8-0 No.103; a builder's photo of El Paso & Northeastern 2-8-2 No.24 from Baldwin; a Texas & Pacific E7 heading up the *Westerner* and more. The calendar sells for $7.00 postpaid from the Southwest Chapter R&LHS, P.O. Box 3420, El Paso, TX 79923-3420.

The **1998 Milwaukee Road Calendar** from the Milwaukee Road Historical Association features 14 color views of the group's namesake road. Scenes include a quartet of SD40-2s at Three Forks, Montana; GP9 282 and shop goat X3800 on the turntable at Deer Lodge, Montana; a couple of views of a meet at Doris, Washington; excursion 4-8-4 261 clattering across the diamonds at Deval tower in Des Plaines, Illinois, and more. The calendar folds out to 11"×17" and sells for $8.00 plus $2.00 shipping ($3.00 maximum shipping when ordering multiples) from the Milwaukee Road Historical Association, c/o Tom Helms, 1826 North Vail, Arlington Heights, IL 60004-3832.

Amtrak's year-at-a-glance

"The sights and sounds of the railroads we love never change. The conductor's call, the hushed tones of parting friends, shiny metal in the evening's fading light . . . These are the experiences that still captivate rail passengers today." So states the literature issued by Amtrak with the 1998 version of its famous "year-at-a-glance" calendar. For the second year in a row, the illustration is by noted water color artist Ted Rose. The scene shows Amtrak's *Crescent,* complete with Viewliner equipment, ready to depart south from the station in Manassas, Virginia. As is typical of the Ted Rose style, a strong human element is present in the painting in the form of passengers and crew members mingling on the platform. The calendar measures 23½"×33½" and comes rolled in a tube. Postpaid, it costs $6.00 for one, $10.00 for two, $14.00 for three and even greater discounts for higher quantities. Send payment to Amtrak Calendar, P.O. Box 7717, Itasca, IL 60143.

Older Amtrak calendars are still available for every year since 1980 except for 1982, 1987 and 1992. All are the same "year-at-a-glance" format as the 1998 version, and most feature a painting (and mostly painted by Gil Reid), although 1991's features a Richard Steinheimer photo. These back calendars can be ordered for $3.00 each for one to five calendars, $2.00 each for six to 25 and $1.50 each for more than 25 (any mixture of years). They can be ordered from the same address. Collectors take note: you can have an instant collection of all available calendars (that's 15 of 'em) for $30.00.

Railroad music

Railroad Classics: 16 Great Instrumentals is a compilation of railroad songs performed by teacher/musician Wayne Erbsen of Asheville, North Carolina, and is chock full o' lighthearted and entertaining folk songs, many of which have no known author but are nonetheless very famous. Instrumentals include *Wabash Cannonball, Railroad Corral, Paddy on the Railway, The Lightning Express, Casey Jones, L&N Rag, Freight Train, New Lost Train, Wreck of the Old 97, In the Pines, Kansas City Railroad Blues, On the Dummy Line, New River Train, Reuben's Train, Lost Train Blues* and *Nine Hundred Miles.*

The lineage of these songs is intensely interesting and reflects the rich folklore that surrounds railroads of yesteryear. *Paddy on the Railway* can be traced back to Irish immigrants who helped to build a great many miles of American rights-of-way. *The Lightning Express* has been claimed by Tin Pan Alley songsmiths while *L&N Rag* is obviously rooted in the ragtime era. One of the most popular songs, *Wreck of the Old 97,* was first put down in 1923 by Henry Whitter, although whether or not Whitter is its true composer is still subject to controversy.

The compilation is available on audio cassette for $9.95 and compact disc for $14.95. (For individual orders, include $3.00 for one to three items, additional $1.00 for each item after that.) Where to get them: available from Native Ground Music,

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Singing Rails is also performed by Wayne Erbsen and available through Native Ground Music for $9.95 (cassette) and $14.95 (compact disc). A colorful mixture of banjo, fiddle, mandolin, dobro, harmonica, guitar, washboard and jug, the songs depict the work and delight of those whose lives were touched by the railroads from the time of its dawn. (Although no one can say precisely when the first railroad jokes and stories were told, railroad music for the piano was first published in Baltimore as early as 1828.)

Classics include *Cannonball Blues, Railroading on the Great Divide, John Henry, Freight Train Boogie, Railroad Bill, Train on the Island, Midnight Special, Poor Casey, Nine Hundred Miles, The Death of Edward Lewis, Lonesome Pine Special, Railroadin' & Gamblin', Swannanoa Tunnel* and *On the Dummy Line.* Interestingly, *Cannonball Blues* has its roots in an old folk song entitled *White House Blues*, which was written about the assassination of President William McKinley. *John Henry* is an instrumental version of the song about the legendary steel driver from West Virginia. Each song has a rich history steeped in railroad tradition. Helping to bring the songs to life is Erbsen's "down-home" voice and the nitty-gritty delivery of the lyrics; they, mixed with the folk instruments, make these songs enjoyable to listen to over and over.

Also entitled ***Singing Rails*** is a 69-page book by Wayne Erbsen. This collection of railroading songs, jokes and stories is an interesting accompaniment to the two tapes. The soft-cover book is filled with the melody and lyrics to 28 classic sing-alongs, including those found on the tape *Singing Rails* in addition to others such as *Rock Island Line, Nine Pound Hammer, This Train* and *Train that Carried my Girl From Town.* The book sells for $5.95 from Native Ground at the same address as for the music, and the same shipping applies — C.K.

Book reviews

Walt Disney's Railroad Story, by Michael Broggie, from Pentrex, P.O. Box 94911, Pasadena, CA, 91109-4911; 800/950-9333, fax 818/793-3797; $59.95 plus $4.00 shipping; Hardcover, 9½"×12", 432 pages including index.

It is remarkable to consider that there is today an entire generation for whom the name "'Disney" is merely a corporate logo, with no more personality than a set of balding Firestone tires, or a soggy bowl-full of Kellog's corn flakes. But for those of us who grew up in the 1950s and '60s, the name "Disney" meant Uncle Walt, an affable friend we invited into our homes via television every Sunday evening to bring us a pleasant hour of adventure, whimsy or education. It is this Walt Disney, presented through the lens of his railroading hobby, who we see in *Walt Disney's Railroad Story.* Author Michael Broggie is in a unique position to provide us this service. His father, Roger Broggie, was the head machinist at the Disney Studio; he built the locomotive *Lillie Belle* for Disney's backyard live steam miniature railroad, and subsequently supervised the design and construction of the three-foot gauge steam locomotives used at Disneyland. Thus, Michael Broggie grew up knowing Walt Disney as a family friend, and was a witness to the growth of Disney's railroad hobby and to what became of that hobby in the hands of the master of dreams-come-true.

Broggie traces the railroad influences on Disney's life, starting with his rural boyhood along the Santa Fe in Marceline, Missouri, then on to his teenage job as a railroad news butcher, his discovery in the mid-1940s of the railfans among his cartoon studio staff (notably animators Ward Kimball and Ollie Johnston), his 1948 trip to the Chicago Railroad Fair and Henry Ford's Dearborn Village, his introduction to live steam model railroading and the evolution of the idea of a miniature railroad encircling his home to a full-size steam railroad encircling an amusement park called Disneyland.

The author lavishes lots of attention on Walt's one-eighth scale Carolwood Pacific live steam backyard railroad, and on the development of Disneyland and the original Santa Fe & Disneyland Railroad. Later chapters tell about the business relationship between Disneyland and the Santa Fe company and about the steam locomotives and railroads at the subsequent Disney theme parks. There is also a chapter on such "other" Magic Kingdom railroad attractions as the whimsical Casey Jr. circus train, the Alweg monorails, the Main Street horsecars and the obscure Tomorrowland Viewliner (yes, Viewliner) whose locomotive, built from standard Oldsmobile components, was made to resemble GM's Aerotrain. Appendices to the book include a roster of all Disney park steam locomotives and "Firing And Operating Procedures: Disneyland Oil Burning Locomotives."

In style, size and content, this book is a cross between the slim slick souvenir books about the Disney parks that one can buy within their borders, and the huge Disney coffee table books that appear almost annually. Elegantly laid out on coated paper, this volume features lots of color and black & white photos and illustrations, light-weight text, and numerous sidebars which, for the purpose of this work, have been denominated "sidetracks." Because this is a general-interest book, Disneyphiles will have to wade through a number of well-worn stories about Disney and his enterprises, while railfans will likewise have to slog through quite a bit of basic information on railroading, some of which, as in the case of most general interest railroad books, is imprecisely stated. The most egregious errors occur in the two chapters covering Disney's visit to the Chicago Railroad Fair; virtually every statement made about the Fair itself, as well as some of the photo captions, are either inaccurate or simply wrong. (For example, the creators of the

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Railroad Fair might be gratified by the repeated assertion that the Fair was years in the making; the actual gestation period of the Railroad Fair, from initial proposal to opening day, was barely six months!) One must trust that the author has reported more faithfully on subjects closer to his personal knowledge.

I would like to have seen more discussion of railroading as depicted in Disney's cartoons and feature films, especially the Civil War adventure *The Great Locomotive Chase,* which featured the B&O Museum's *William Mason* as the *General;* this topic gets but brief mention in a few of the "side-tracks." But then, the book is mainly devoted to the influence of Walt Disney's interest in trains upon the development of Disneyland and its successors, and it is this "main track" upon which Mr. Broggie remains focused.

Its flaws notwithstanding, *Walt Disney's Railroad Story* is a welcome elaboration on an aspect of the personal and entrepreneurial life of Walt Disney that previous books and articles about him have touched upon with only tantalizing brevity. Just in time for the 75th anniversary of the Disney Studio later this year (1998), this book provides a happy way for railfans to remember —or get to know — Walt Disney — CURT KATZ.

TRACTION PUBLICATIONS by Joe L. Diaz

Twelve Historical New York City Street and Transit Maps From 1860 to 1967, from H&M Productions II, Inc., 193-07 45th Avenue, Flushing, NY 11358 for $29.95 plus $2.00 shipping; 8½"×11", spiral bound with the maps in individual sleeves; maps fold out to about 14"×36", varying by map, printed on one side.

Collected here in attractive form, these maps are from the John Landers collection with commentary by the collector. Included herein is a wonderfully detailed map of the Metropolitan Street Railway System of Manhattan's Trolley and Horse Car Lines. This early map details many facets of this huge system that will fascinate anyone with any interest in the scene at that period. Much can be learned from careful inspection here. Also enclosed are the first public Hudson & Manhattan Railroad map, as well as a Map of the Boroughs of Brooklyn and Queens, which shows Brooklyn Rapid Transits, elevated and grade level routes and stations. This is just a partial look at the wonders herein. Each map is accompanied by a good explanation of the systems.

A note of caution to the reader: each map is contained in its own pocket on the page. Being of good quality paper carefully printed, very careful handling of same is required to preserve their attractive condition. Also, being that the book is spiral bound, it is very easy to damage the binding when removing and replacing maps. This is a wonderful addition to the traction fan's collection which will be very valuable for many years ahead. This reviewer certainly recommends this package to all readers with any interest in these subjects.

Examine this production and enjoy!—JOE L. DIAZ.

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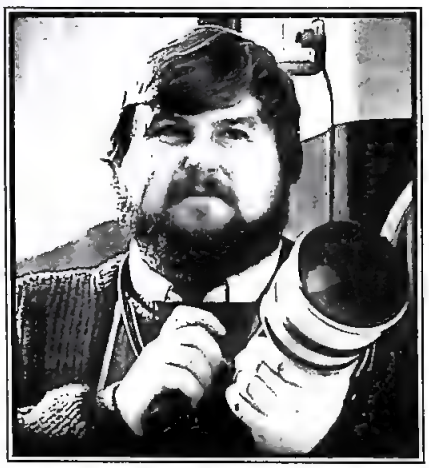
Gary J. Benson (1955-1997)

GARY J. BENSON, professional and rail photographer, died on December 15th from complications following a kidney transplant. He was 42.

Gary was a professional photographer long before he discovered trains. Rather than being influenced by what was being published in the rail press, he applied his own photographic techniques to rail subjects and brought a fresh, enthusiastic approach to the hobby. He travelled with his wife Susan, and both of them spent months at a time on the road. Gary's style was to compose and shoot the photo with the train slightly distant, to make it part of the overall scene. Gary also understood the use of varied focal lengths and compositions and fill flash, and he was also an early believer in Fuji films. In the past ten years, he shot nothing but Fuji unless specifically requested otherwise. Gary liked extreme elevations, and often rented a helicopter on his voyages. And he was a stickler for what he wanted — if the light wasn't right one day, he'd be back the next. But the sun didn't always have to be out. One of my favorites from him is a pacing shot of a scabby KCS SD40-2 in flat light seen through the passing scrubs and shrubs of a Louisiana landscape on page 135 of *Rolling Thunder*. And I circled the Huey P. Long Bridge in New Orleans for two hours one afternoon trying to find his angle on that massive structure — he later admitted that he shot it from the top of a hospital parking garage.



Gary made his living with photography, and he perhaps sold more railroad photos than many railfan shooters who have been doing it much longer. Gary's work appeared in *Trains* Magazine and *Railway Age*, in addition to countless advertisements and annual reports. Gary did the paid rail photographer a service by insisting that everyone sell photos to the industry at a scale price. He and his wife Susan produced two books in the rail field: *Rolling Thunder* from W.W. Norton in 1991, and *The Art of Railroad Photography* published by Kalmbach in 1993. He produced a third book, called *In The Irons: Showjumping, Dressage and Eventing* in 1994, that depicted equestrian competition. Gary's work often accompanied Fred Frailey's writing, as it did in *Rolling Thunder* and in *Trains* features.

Gary was a friend to any photographer who asked his help, and I consider my trackside time spent with him and Susan quite special. One of those photos made it into his Kalmbach book. Not being a locomotive fan, Gary saw railroading differently than most railfans. Said Greg McDonnell: "... we have his work to remember him by." And Ted Benson: "His is a vision lost too soon." R&R managing editor Steve Barry considers Gary "one of the biggest influences on my photographic style." And Fred Frailey: "... a sweet, gentle giant of a guy ... whose work had a definite style."

Gary is survived by his wife and traveling companion Susan. The rail photography world has lost a true friend — MIKE DEL VECCHIO.

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RAILNEWS

CONRAIL DEAL IN JEOPARDY The recent string of accidents and traffic jams on the Union Pacific system has sent shockwaves through the Midwest and West. In addition to costing businesses upwards of $1 billion, the quagmire has also alerted regulators to the fact that mega-mergers might not be as good for business, and what is more important, the safety of employees, as the Class Ones would like them to think they are.

Union Pacific's problems are being attributed to an incompatibility between the UP and Southern Pacific computer systems (an incompatible computer problem plagued the Penn Central in the early 1970s) and also Southern Pacific operating practices that were not familiar to their new Union Pacific managers. Both CSX and Norfolk Southern have stated that they intend to add additional staff and equipment to ensure that the same problems causing UP so much consternation do not plague them. David Goode, NS' chairman, has also said that his railroad will be hiring former Conrail employees to help with the transition.

Intensifying the scrutiny of the CSX/NS/Conrail deal is the element of crew safety. The several fatal collisions on the UP have been directly attributed to the railroad's inability to safely manage their burgeoning system. As a result, federal regulators are looking at the Conrail deal with a much finer degree of detail. Some of the proposed divisions of Conrail property by CSX and NS, specifically the facilities in Detroit, New Jersey and Philadelphia involve very complex operating agreements which leave those running the trains exposed to a potentially high degree of danger.

In response to the increased scrutiny on their deal, officials of CSX and NS stepped up their campaign to ensure that their deal will be one that is both good for business and safe for their employees. The two railroads have been making huge investments in their physical plants and continue to do so. CSX's double tracking project across the Midwest came with a $225 million price tag. The STB also recently approved the building of connecting tracks by the two prospective buyers. CSX is constructing connections at Crestline, Ohio; Porter, Indiana; Sidney, Ohio, and Greenwich, Ohio. NS is constructing them at Sidney, Illinois (between its sytem and UP to expedite chemical shipments); Alexandria, Indiana, and Bucyrus, Ohio. The cost of these projects is a mere $10 million.

AMTRAK'S DOWNS RESIGNS Thomas M. Downs, chairman, president and chief executive officer of Amtrak for the past four years, announced on December 10, 1997, that he resigned his duties with the corporation. Named by Amtrak's board of directors as acting president is George Warrington, who was president of Amtrak's Northeast Corridor business unit.

Before Amtrak, Downs, 54, served as New Jersey transportation commissioner. The reason for the resignation, which evidently came as a surprise to those in the industry, has been partly attributed to the recent negotiations between Amtrak management and the Brotherhood of Maintenance of Way employees. Downs evidently took a hard line stance on contractual issues and was excluded from the negotiations, which threatened to tear Amtrak apart. When Downs took the helm of Amtrak in 1993, the railroad faced big financial problems and four years later it still does. President Clinton recently signed a $2.3 billion bailout of the railway which Downs proclaimed as the "beginning of the rebirth of Amtrak." The railroad's board met for a two day session and gave Downs the option to bow out gracefully.

Under Downs, Amtrak still continued to remain in financial trouble but this can be attributed to restrictive union agreements that continue to prevent the railroad from ever being profitable. A positive influence that he did have is the establishment of the regional business units. The Northeast Corridor business unit is very succesful due to the volume of traffic it handles and the western business unit which handles California trains is also a success due to the service-oriented attitude. Amtrak's move toward carrying more express and mail has also been a money-maker.

No successor has officially been named as of yet but a contender in the race is former Democratic New Jersey governor Jim Florio. By law, the Amtak board must be renewed in 1998 and Florio's expertise on rail and labor issues from his days in Congress combined with his friendships in the Clinton adminstration make him a front-runner in the race.

WILL THE *FLYING YANKEE* ROLL AGAIN? Once the pride of Boston & Maine Railroad's passenger fleet, the diesel-powered streamliner bore various names depending upon the area or clientele served. As New England's first streamliner, the train began service in April 1935 between Boston and Bangor, Maine. For 36 years it was stored at Edaville in South Carver, Massachusetts, until it was purchased by Bob Morrell, owner of Story Land and Heritage tourist attractions at Glen, New Hampshire; the *Yankee* was moved to nearby Bartlett, New Hampshire. At various times it was scheduled for rebuilding and operation as a tourist attraction and was even considered as a roadside restaurant. Finally, Morrell, a railroad enthusiast whose relatives were B&M employees, sold the train to the State of New Hampshire for $1.00 and founded a nonprofit organization charged with the task of completely restoring it. The job of moving more than 100 tons of motive power and rolling stock some 143 miles to a railroad repair shop was accepted by a New Hampshire National Guard Transportation company as a training exercise.

It is hoped that the train will be operational by Independence Day 2000 in the Concord, New Hampshire area. The writer recalls riding this train in 1944 while stationed at Boston Army Base prior to shipping overseas. Leaving from Boston & Maine's North Station in Boston, Massachusetts, the train traveled to Littleton, New Hampshire, via North Conway, New Hampshire, the present location of Conway Scenic Railroad. The *Flying Yankee* had many innovations such as folding tray tables recessed into the seat backs and passenger attendants like today's airlines. Even by contemporary standards, this train of more than 60 years ago is remembered as smooth, quiet and fast. Hopefully it will regain its former glory and bring old memories to reality — RUSSELL P. DOUCET.

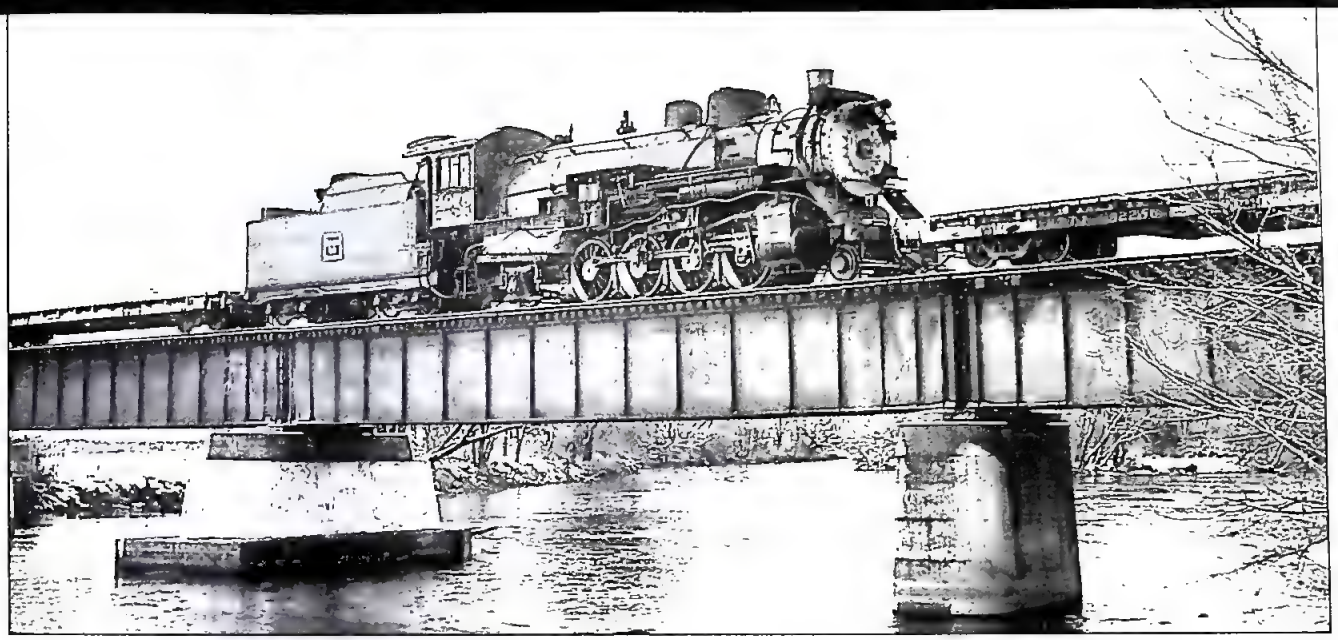
FRISCO 4-8-2 1519 On Monday, November 24, 1997, the Railroad Museum of Oklahoma (RMO) at Enid, Oklahoma, acquired Frisco 4-8-2 1519, a Baldwin built in 1925, which had been displayed since 1959 in one of Enid's parks. Funding for transportation was obtained through a federal ISTEA grant.

Local contractor Circle-V Transportation constructed a large hydraulic lifting frame around the park display site. The 154-ton Mountain-type locomotive (which is a sister of the 1522) was lifted aboard a 15-axle lowboy tractor-trailer rig, and the 51-ton tender aboard an eight-axle lowboy. Both were then trucked one mile over city streets to the RMO museum site, where the hydraulic lifting frame was reassembled and engine and tender replaced on the rails. Current plans by the RMO call for cosmetic restoration and display of 1519.

The RMO operates a growing rail museum based in the former AT&SF Enid freight house which adjoins the BNSF line between Cherokee and Guthrie, Oklahoma. Besides 1519, rolling stock on display includes an operable GE 50-ton center-cab diesel, seven cabooses, five freight cars and a passenger car. The building houses a large collection of railroadiana, including two model railroads and a collection of dining car china. A 100-ton capacity track scale serial No. 1 which was built in 1888 by Fairbanks (which went on to become the builder of Fairbanks-Morse locomotives) is also on display. Additional ISTEA funding is in place to acquire the adjacent AT&SF passenger depot — DAN ROHRBACK.

DM&E ONE STEP CLOSER TO WYOMING MINES The Dakota, Minnesota & Eastern Railroad is inching closer to realizing its ambitious dream of building an approximately 200 mile long rail line into the Powder River Basin region to tap the bituminous coal mines of that area. A route through the south end of South Dakota's Black Hills that enters the Powder River Basin about 40 miles south of Gillette, Wyoming, has been chosen because it is a less controversial right-of-way than other routes under consideration. Those more northerly routes, one extending due west from Rapid City, South Dakota, and the other crossing the South Dakota/ Wyoming border at Colony, Wyoming, met with great opposition from area residents who banded together under in a group called the Mid-Continent Coalition fro Progress and sent dozens of letters opposing the plan to the STB.

The project has an estimated price tag of $1.2 billion dollars. The DM&E has annual revenue of $60 million so outside funding is needed. No financial backing has been secured yet, although the



ROBERT BANKE

CHICAGO, BURLINGTON & QUINCY 2-8-2 4978 was on the Fox River Bridge in Montgomery, Illinois, during its move from Ottawa to Mendota, Ill., on November 15, 1997. The Mikado (sister to Grand Canyon Railway's 4960), is owned by the LaSalle County Historical Society, and was moved to the Mendota Railroad Museum. It had been displayed at the Ottawa Silica Sand Company in Ottawa, Ill., since CB&Q donated it to the society in 1965.

BOSTON & MAINE'S *FLYING YANKEE* is presently at Claremont Junction, New Hampshire, awaiting restoration. Seen on November 25, 1997, at the Claremont Concord Railroad shops (**below**), the streamliner was purhcased by the state of New Hampshire for one dollar and will be the recipient of a million dollar facelift. Going into active service in April 1935, the trainset worked until its retirement on May 7, 1957. The power car still sports a Winton engine!

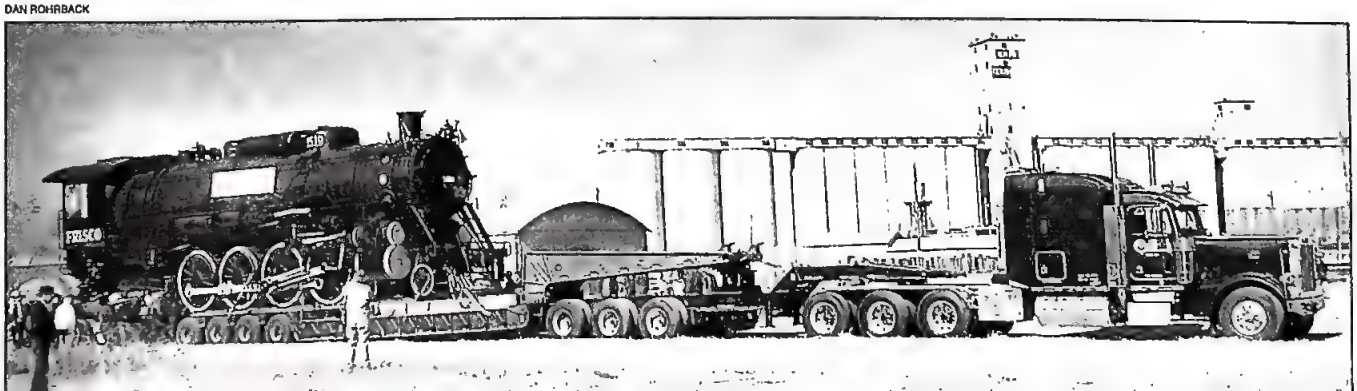
GEORGE H. DRURY

DEBBIE VIGIL

POW! RIGHT IN THE KISSER was the fate suffered by Burlington Northern & Santa Fe Railway General Electric super cab Dash 8-40BW 581 when the train it was leading rear-ended a stopped coal train. The wrecked unit was seen on November 8, 1997, at West Alvord, Texas, where it was set off to await shipment for repairs. Luckily, the crew saw the danger and jumped to safety.

FRISCO 4-8-2 1519 was moved on November 24, 1997, from an Enid city park in Enid, Oklahoma, its home since 1959. It's new owner, the Railroad Museum of Oklahoma, is located one mile across town in the former AT&SF Enid freight house. The 154-ton Mountain, sister to the famed 1522, and its 51-ton tender were both relocated to the new sight are slated to undergo a cosmetic restoration. Funding for the move was accomplished with ISTEA money.

DAN ROHRBACK



Illinois Central has voiced interest in the plan which, it has been speculated, will create 6000 short-term construction jobs and 2000 other permanent jobs in Wyoming, South Dakota and Minnesota.

SOO LINE 4-6-2 2719 STEAMED UP For the first time since 1959, Soo Line Pacific 2719 was scheduled to be fired up at the Union Pacific roundhouse in Altoona, Wisconsin, where it is being restored.

The 2719 is significant in that it was the last Soo engine to run for that railroad; that was on an excursion in 1959. After that, it was donated to the City of Eau Claire and placed in Carson Park in 1960. The Locomotive & Tower Preservation Society and Friends of the 2719 are restoring the engine, with Gary Bensman's Diversified Rail Services handling much of the work. In approximately one month, the engine may be able to make test runs around the Altoona yard, but road tests will probably wait for warmer weather. The City of Altoona is also currently negotiating with UP for the purchase of the roundhouse.

Great things may happen in due time with Soo steam locomotives 1003, a Mikado, and now 2719 up and running in 1998. Possible trips around the state of Wisconsin for its Sesquicentennial may be in the offing. With the demise of the Norfolk Southern steam program in the Southeast, the Midwest is shaping up as the new steam mecca with Milwaukee Road 261, Soo 1003 and 2719, and Northern Pacific 4-6-0 328 in operation in 1998 — STEVE GLISCHINSKI.

PHILLIPSBURG THEFT Just before Thanksgiving Day thieves jacked up the Phillipsburg Railroad Historian's (located across the Delaware River from Easton, Pennsylvania, in Phillipsburg, New Jersey) 45-ton locomotive, flatcar and flanger and stole 18 brass bearings worth a scrap value total of $133.40. This occurred at SMP trucking's storage yard (a former Pennsylvania Railroad freight yard) where the equipment is kept. The theft included 16, 4½x8-inch brass bearings and keepers from the Lehigh & Hudson River Railway flanger and a flatcar, as well as a pair of 5x9-inch brass bearings from the 45-ton engine. The bearings that were removed are eagerly sought by those involved in railroad equipment restoration and since they are no longer manufactured, replacements will most likely have to be fabricated or purchased secondhand. Their disappearance will delay the planned move of the three pieces of equipment to the Phillipsburg Railroad Historians' museum site located across town. For more information on the Phillipsburg Railroad Historians contact president Pete Terp at 908/213-1722 or write: Phillipsburg Railroad Historians, 292 Chambers Street, Phillipsburg, NJ 08865. You can also visit them via computer on the World Wide Web at **www.pburgonline.com/pburggrtc**.

EAST PENN LINES SOLD Emons Transportation Group announced on December 5, 1997, that its newly created subsidiary, Penn Eastern Rail Lines, Inc., has acquired all of the railroad assets and business of John C. Nolan. These included several short line railroads in southeastern Pennsylvania, namely the Bristol Industrial Terminal Railway, Chester Valley Railway, East Penn Railway and the Lancaster Northern Railway (all of which comprise the East Penn Lines). Also included in the deal, which at press time is expected to take place by the end of 1997, were eight locomotives and other rail-related equipment.

The East Penn Lines consist of seven individual rail lines, totaling 44 miles of track. It includes two owned-lines, four lines currently leased from the Pennsylvania Department of Transportation and a line leased from the owner of an industrial park. Annual traffic and freight revenues on these lines currently are about 2500 carloads and $750,000, respectively. The purchase price consists of $500,000 in cash and 85,000 shares of Emon's common stock. John Nolan is expected to stay on with Emons as the vice president of their newly created subsidiary, Penn Eastern Rail Lines. Another recent acquisition by Emons includes the Berlin Mills Railway in New Hampshire.

NEW YORK & GREENWOOD LAKE RAILWAY New Jersey's newest short line commence operation on Wednesday, December 10, 1997, as the New York & Greenwood Lake Railway began operation of 1.9 miles of former New Jersey Transit/Erie Lackawanna/Erie trackage in Garfield, New Jersey. This line, known as the Dundee Spur, runs down the middle of Monroe Street in Garfield in order to reach the American Fiberboard plant in Passaic, New Jersey. Service is as needed, which at the present time requires two trips per week. Powering the train is an ex-Erie SW8 No.436 that is leased from the United Railroad Historical Society of New Jersey, the liason group between the state and the local NRHS chapters that is working to establish a rail museum in the Garden State. NY&GL also has an Erie-painted former Delaware & Hudson RS3 in Suffern, New York, that is slated to be shipped to the Morristown & Erie Railway in Morristown, New Jersey, to have a radiator replaced. It will then join the SW8 in freight service in Dundee. NJ Transit engineers are currently running the engine while the road's president, Jimmy Wilson, doubles as conductor/brakeman - MIKE DEL VECCHIO.

***SKI TRAIN* TO USE AMTRAK F40s** Te Denver-to-Winter Park, Colrado, *Ski Train* is scheduled to operate with new motive power this season. Amtrak F40s 298 and 388 were delivered to Denver on Tuesday, December 16, 1997, on the *California Zephyr.* The locomotives are on long-term lease to the *Ski Train* organization, which kicked off the new season on December 20, 1997. The *Ski Train,* although operating over Union Pacific's former-D&RGW main line, is not operated directly by UP but rather by a private organization.

Last season, Union Pacific-owned D&RGW GP60's 3154 and 3156 powered the train, but with the problems on UP, the units are in freight service on the former D&RGW Denver to Pueblo, Colorado, Joint Line.

BETHLEHEM STEEL TO BY LUKENS Following a period of atrophy and declining profits, Bethlehem Steel has moved toward growth by signing an agreement to purchase Lukens, Inc., of Coatesville, Chester County, Pennsylvania, for approximately $650 million. Lukens, which produces steel plate and stainless steel, is not on that firm a financial footing either. Its stainless steel business posted earnings of only $2.6 million in 1996, down from $75 million in 1995. The division has also posted a loss for the first three quarters of 1997. In combining forces with Bethlehem, Lukens hopes to help in establishing the newly merged company into an industry leader on firm financial footing.

Upon approval of the deal by federal regulators and Lukens stockholders, Bethlehem intends to divest the stainless division, close the Coatesville factory (which employs about 1000 people), and concentrate on integrating Lukens' steel plate manufacturing into its own business. Bethlehem estimates that its sales will reach $5.5 billion yearly, which is up from $4.68 billion in 1996. Luken's Coatesville plant is served by the Brandywine Valley Railway.

DEATH OF A RAIL LINE On December 17, 1997, Canadian Pacific Railway discontinued service on the 115-mile rail line between Bassanao and Empress, Alberta, in accordance with the Canada Transportation Act. Attempts by the railway to find private-sector or government buyers did not succeed and prompted this move to adandon the line.

On April 1, 1997, CPR announced the line, known as the Bassano Subdivision, was a candidate for discontinuance under its three-year network plan. Traffic on the line has been steadily declining, handling fewer than ten loaded railcars per mile annually in 1995 and 1996. The line was previously offered for sale to the short line marketplace and then to the provincial and municipal governments, all of which declined to purchase the line.

CONRAIL BUYING MORE LOCOMOTIVES Even in the face of being carved up by NS and CSX, Conrail is continuing to invest in its physical plant in the form of 39 new SD70s from EMD. the locomotives will be assembled at Conrail's historic former Pennsylvania Railroad Juniata Locomotive Shop in Altoona, Pennsylvania, from kits supplied by EMD.

Conrail anticipates that the first of 15 AC-powered SD70s (4130-4144) will commence in March 1998 with the order being finished by June 1998. The remaining 24 locomotives (5655-5678) will be DC-powered and will begin being built in June 1998 and finished by November 1998. The engines are to be painted Conrail blue and upon the break-up of the company, CSX is to acquire the AC-powered units while NS will assume ownership of the DC locomotives.

ABOVE and BELOW KODACHROMES TOM KLINE

TWO UNION PACIFIC FREIGHTS collided on October 25, 1997, in Houston, Texas, resulting in the complete destruction of five units and over one hundred feet of right-of-way. The wreck involved 1-HOLBB-25 (Houston-Long Beach: Intermodal) which struck head-on, at low speed, 1-MTUHO-24 (Manifest: Tucson-Houston). During the cleanup UP SD50 5027 was hoisted off the SP SD40T-2 on which it was resting. This operation was made more dangerous by the presence of a natural gas pipeline directly under the wreck site. As seen from above the trees charred by fire (**left**), the extent of the damage is clearly visible. Notice UP SD50 5027 resting crossways on top an SP SD40T-2 and UP GP50 5530. The stack train's lead unit, an SP B40-8 lies barely visible in the pool of foam near UP C30-7 B2489 and auto racks of the eastbound. Fortunately, the low impact speed did not derail any of the freight cars. Even more importantly, no crew members were killed as both had time to jump clear before the impact. The cause is under investigation.

KODACHROME: VINCENT J. PORRECA

CARLTON TRAIL RAILWAY GP10 1040 (**right**) was in Loveland, Colorado, at OmniTrax's rebuilding facility on Saturday, November 15, 1997. The 1040 (ex-MidSouth 1040) is to be joined by six other MidSouth GP10s (1004, 1006, 1020, 1025, 1038 and 1064) for refurbishment and shipment to Carlton Trail Railway in Prince Albert, Saskatchewan. Two other Geeps, ex-MidSouth GP10 1042 and 1049 are undergoing rebuilding at OmniTrax's Chicago, Illinois, facility and will be shipped to Canada. OmniTrax took over operations of two former Canadian National branch lines in northern Saskatchewan in October. The two lines are from Warman Junction to Prince Albert and from Speers Junction to Meadow Lake, a combined total of almost 279 miles.

White Pass & Yukon Route

and the *Ton of Gold Special*

FAR TO THE NORTHWEST, at the end of the Inside Passage, nestled in the last fiord on the right, rests the small town of Skagway, Alaska. Skagway, population 821, is more or less an unremarkable town except for its place in history as the gateway to the Klondike Goldrush and its beautiful surroundings. The railfan will know it as the terminus of the White Pass & Yukon Railroad.

KODACHROME CHRISTOPHER D'AMATO

SHOVEL-NOSE GE DIESEL 99 leads a northbound White Pass & Yukon Route train to Summit at Denver Station, Alaska, on May 31, 1997 (**top**). That same day, WP&YR 90 was lensed at the same spot from river level (**opposite**). The shop area in Skagway featured a pair of the GE's in blue paint and one in yellow along with MLW DL535E's on October 22, 1980 (**above**).

One hundred years ago, in July, 1897, The steamship *Portland* sailed from Skagway bound for Seattle. On board was a ton of gold. Newspaper reports of the *Portland's* arrival in Seattle would spark a stampede of fortune seekers. They came to the Klondike from all walks of life. Skagway and neighboring Dyea grew into large towns almost overnight.

The journey to Skagway was long and expensive, and the journey beyond to the Klondike proved to be even more difficult. Only a small fraction who started the journey would make it, and even fewer would find their fortune. In fact, the ones that made out the best were the merchants. Each miner needed a years worth of supplies to be allowed across the Canadian boarder.

The miners had to carry their years worth of provisions over the torturous White or Chilkoot Pass, making multiple trips necessary. Pack animals

White Pass & Yukon Route

by Steve Brown

were expensive and in limited supply. Photographic images from that time of long lines of miners trudging through the snow with their goods are chilling.

The Klondike was rich with gold and other minerals and better access was needed. In 1900, the narrow gauge White Pass & Yukon was cut out of solid rock north from Skagway over White Pass, along Lake Bennett in British Columbia to Carcross and up to Whitehorse in the Yukon Territory.

The railroad would remain the sole overland access to Skagway until the completion of a road in 1978. With the closing of the lead and zinc mine at Faro, Yukon, in 1982, the WP&YR lost its last large customer and subsequently shut down.

A new stampede gained popularity during the 1980s. Tourists wishing to view the pristine undisturbed wilderness in guided posh comfort began filling up cruise ships. In 1988, the WP&YR reopened the south end of the line to serve this growing market. At first, trains ran only 20 miles in Alaska to the summit of White Pass until procedures could be worked out with Canadian Customs. Then service was added the few additional miles to Fraser, British Columbia, where thru connections are offered by bus to Whitehorse. With the exception of occasional service to Bennett, at the south end of Lake Bennett, the rest of the railroad has laid intact but dormant.

During spring 1997, the 28 miles from Bennett to Carcross in Yukon Territory was brought back to operational condition. Vegetation was cut, washouts were repaired and many ties were replaced. The old wooden swing bridge at Carcross was fortified.

Ton of Gold Special

To celebrate the 100th anniversary of the historic shipment of gold on the *Portland,* the WP&YR participated in the "Ton of Gold" re-enactment. On July 12, 1997, the *Ton of Gold Special* became the first passenger train to operate between Carcross and Skagway since operations ceased in October 1982.

A swarm of media and invited guests converged on the normally very quiet town of Carcross during the morning of July 12th. Festivities included a vintage clothing contest and a pancake breakfast. Speeches were given and music performed until uniformed guards loaded the simulated ton of gold onto the box car of the waiting train. A lone GE shovel-nose diesel carefully lead the box car and nine coaches south along the edge of Lake Bennett. The train carried 233 passengers including approximately 100 descendants of original settlers.

Although passable, the line is still in need of work. According to Tina Cyr,

PHOTOGRAPHY STEVE BROWN, EXCEPT AS NOTED

marketing manager for the WP&YR, work is underway to officially open the line from Bennett to Carcross to passenger service in summer 1998. The railroad has ordered the materials necessary to build a 32-passenger rail bus. The rail bus will be similar to the one owned by the Durango & Silverton Narrow Gauge Railroad in Colorado. They plan to use the rail bus to transport the large number of hikers that are expected to challenge Chilkoot Pass next summer on the 100th anniversary of the "Trail of '98".

At Bennett, the *Special* met Baldwin Mikado No.73 with its twice-monthly excursion. Some of the *Special's* passengers were allowed to board the steam excursion for the rest of the trip. The *Special* followed 30 minutes behind the steam excursion through heavy mist over White Pass and down into Skagway.

On arrival, the "gold" was ceremoniously removed from the train. The following morning it was loaded aboard the cruise ship *Spirit of '98* for the continuation of its journey to Seattle.

***THE* TON OF GOLD SPECIAL** *was run over the WP&YR on July 12, 1997, to commemorate the 100th anniversary of the steamship Portland's sailing from Skagway to Seattle with a ton of gold from the Klondike on board, triggering the rush of 1897. A simulated "ton of gold" was loaded onto the* Special *at Carcross, Yukon (**left**). A photo line greeted the southbound train as it departed Carcross for Skagway (**below**). At Bennett, B.C., the* Special *met Baldwin 2-8-2 73 (**bottom**).*

WP&YR Operations

The WP&YR operates from early May until late September. Trains are made up of open-ended vintage-looking coaches of varying style. They are pulled by two or three unit lash-ups of 1954-'66 GE shovel-nose diesels or 1971 MLW DL535E's. Several departures a day may be pulled by 1947 Baldwin Mikado No.73 for the first several miles to the outskirts of Skagway. Seven steam excursions were operated in 1997 every other Saturday from late June until September. The eight-hour steam excursions operate to Bennett and feature three photo run-bys.

The number of trains on any day vary with the number of cruise ships scheduled in dock. The first train out in the morning leaves at 8:00 a.m. and runs to Fraser. At Fraser, passengers transfer to bus for the journey to Whitehorse. This train will also make two stops enroute for backpackers. The first stop at mile-post 5.8 features a WP&YR caboose that has been refurbished to serve as a US Forest Service cabin. A 5.5-mile trail starts here that leads to Denver Glacier. The second stop is at mile-post 14 and is the trail head for the 2.5 mile hike to Laughton Glacier.

Trains to White Pass Summit start to depart ten minutes later at ten minute intervals. On less busy days there may be only one or two Summit trains. On peak days, usually Tuesday, Wednesday and Thursday, there may be as many as four. These trains make a three-and-one-half hour round trip with no stops enroute. Summit trains begin to arrive back in Skagway around 11:30 a.m. and are followed by the return of the Fraser train. At 12:40 p.m., the train to Fraser departs again and the parade starts over. When demand warrants, a train departs for a round trip to White Pass Summit in the late afternoon, making for a very full day of activity.

PRIOR TO SUSPENSION OF OPERATIONS *in October 1982, the WP&YR hauled freight as well as tourists. WP&YR 90 had an ore train in tow at Bennett, British Columbia, on October 21,1980. DL535E 101 was in Bennett the previous day (**below**) wearing the road's orange, white and blue scheme. Caboose 905 has been converted into a cabin at Denver Station that can be rented by visiting railfans from the U.S. Forestry Service in Juneau. WP&YR 109 was passing the caboose with a northbound train heading for Summit on May 31, 1997 (**bottom**).*

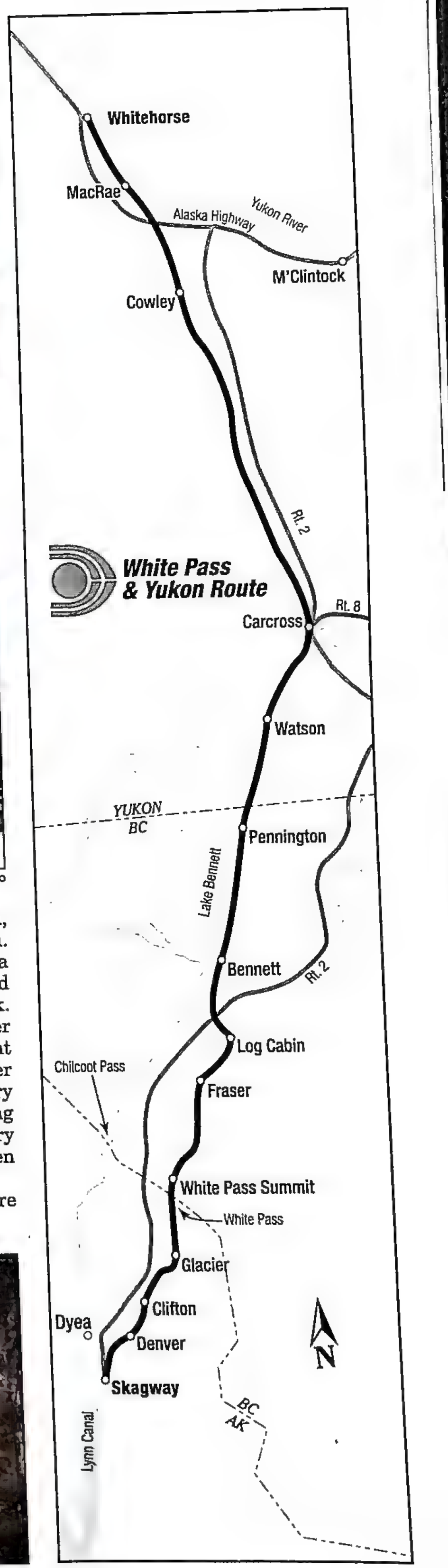
ABOVE AND TOP KODACHROMES: CHRISTOPHER D'AMATO

Railfanning the WP&YR

Getting to Skagway is most of the battle. By road, Skagway is less than three hours from Whitehorse, Yukon. But Whitehorse is a long way away from anywhere else. If you happen to be driving the Alaska Highway, it passes through Whitehorse and the side trip to Skagway is recommended. There is air service into Whitehorse several times a day from Vancouver.

The Alaska Marine Highway Inside Passage ferry service terminates in Skagway. Frequent service is available originating in Bellingham, Washington, and Prince Rupert, British Columbia. The ferry takes several days and is a beautiful and relaxing trip. When I did it, we pitched a tent right on the deck. It was the best camping I have ever experienced! Imagine lying in a tent and gazing out the flap at the ever changing scenes. For a shorter ride, try flying into Juneau, Alaska, and taking the ferry the rest of the way. The ferry takes about eight hours between Juneau and Skagway.

Several air taxi services are



A railfan weekend on the WP&YR

TRAINS UNLIMITED, TOURS sponsored a White Pass & Yukon Route photo weekend on September 19-21, 1997. During the trips, several different combinations of trains and power were used with many runbys providing the 70 or so fans ample opportunity to view and film plenty of action.

On day one, a mixed train was used pulled by two of the Alco DL535E locomotives. With fans aboard, the train left Skagway 30 minutes ahead of the first regular passenger train, allowing the photographers to shoot the scheduled train as it passed the special on two different occasions. The special worked to Fraser where the power ran around the train and lunch was served. Then it was more run-bys on the return trip. Due to the rugged nature of the terrain, double runbys were made in some locations where there wasn't enough room to accommodate all the photographers. Half the photographers would detrain and form the photo line and the other half stayed aboard the train; the groups exchanged places for the second runby. On the return trip, a genuine work train was met at Glacier siding. Everyone was able to film this one also. After returning to Skagway, a runby with steam engine 73 shoving a rotary snow plow was staged, followed by a tour of the Skagway shops. Due to the railroad's remoteness, the shop is capable of almost any type of repair to both motive power and rolling stock.

Day two saw the fan special with two shovel-nose 90-class GE's pulling a passenger train for the fans. Steam engine 73 followed, pulling an authentic-looking freight train, home made caboose and all. The photographers were able to view numerous runbys of both trains as they "leap-frogged" up the mountain. The steam engine had to run all the way to Bennett, British Columbia, for turning and servicing. This gave the fans ample time to enjoy the box lunches that were provided and view the territory at Fraser until the steam train returned. Many more runbys of both trains were held on the return trip. Also, the regular passenger trains were filmed along the way. This was a full day and the crew barely made it back under the 12-hour "hog" law.

For the third day, a steam powered mixed train was assemble with the fans riding in the rear passenger cars. This time the fans got to go all the way to beautiful Bennett Lake and view the turning of the train, in addition to the many runbys staged on the way in both directions. This railroad knows how to run fan trips!

Mr. John Bush, Superintendent of Operations, rode all three trips to assure all went well. And well it did as every WP&YR employee went all out to assure the unqualified success of the trips.

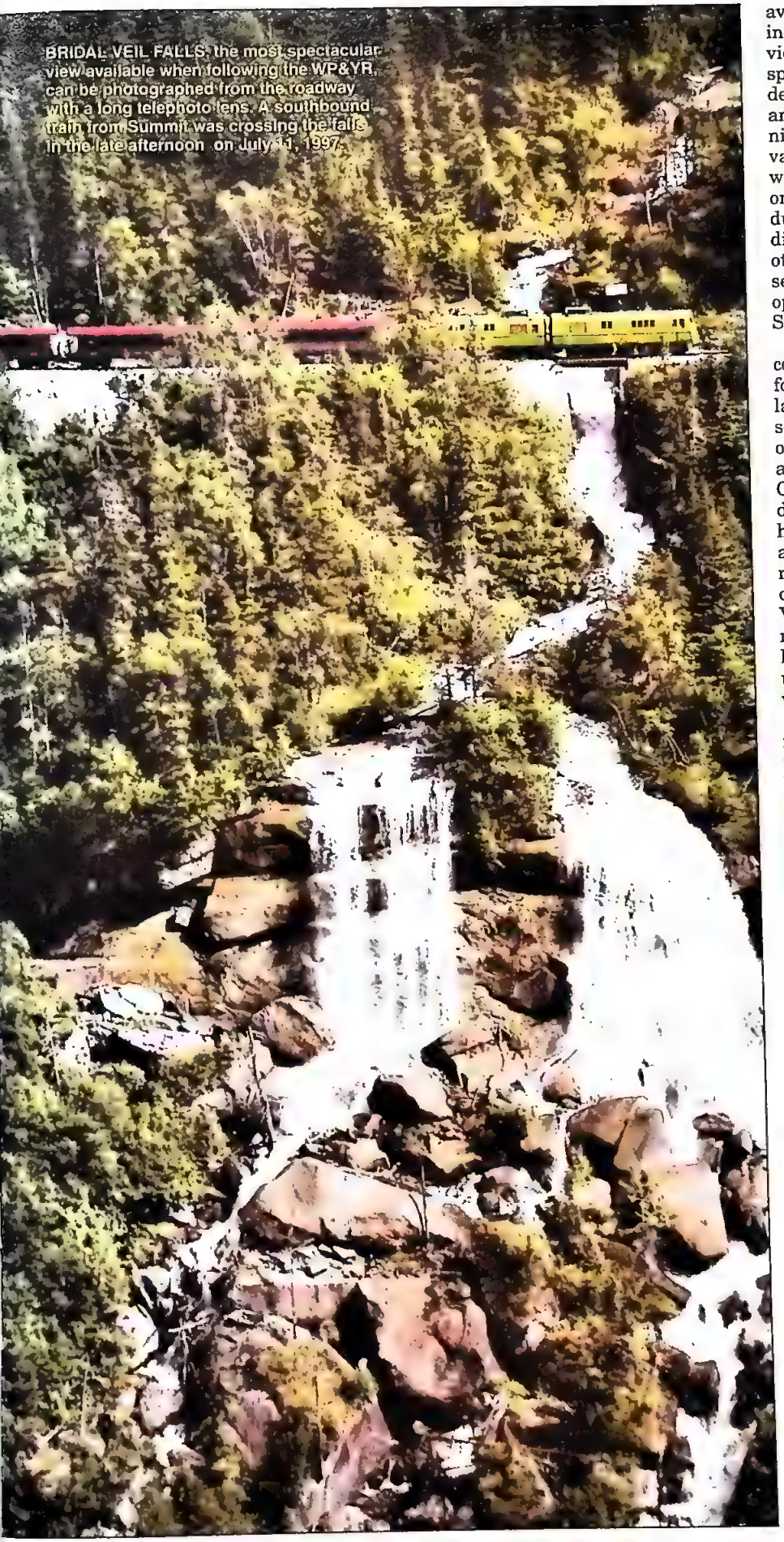
The railroad is anxious to make its presence better known to the railfan community. Though it is a long haul to Skagway for most, it also can be that trip of a lifetime. The permanent population of Skagway is only about 700 but the fact that the businesses are accustomed to handling large groups of tourists from the cruise ships assures that adequate facilities are available for all.

The railroad is now shut down for the long winter having operated 143 days this past season and carrying 213,000 passengers. Of the passenger tickets sold, 77% were from the cruise ships so their importance to this railroad's health is obvious.

The Trains Unlimited three day excursion was fantastic for railfans but the regularly scheduled trips would be memorable for anyone. This year's Trains Unlimited charter on the White Pass & Yukon Route is scheduled for September 17-20, 1998. See the listing in TIMETABLE for details — LES CLARK.

TWO EKTACHROMES LES CLARK

***THE WHITE PASS & YUKON ROUTE** railfan tour sponsored by Trains Unlimited, Tours in September 1997 featured many outstanding photo opportunities. The excursion train with DL535E 108 met a work train with DL535E 114 at Glacier, Alaska. The 108 was built in 1971 while the more modern 114 was built in 1982 and equipped with a Canadian-style cab. The following day, Baldwin 2-8-2 No.73 powered a photo freight near Glacier **(below)** while photographers rode behind a pair of the WP&YR's shovel-nosed diesels.*



BRIDAL VEIL FALLS: the most spectacular view available when following the WP&YR, can be photographed from the roadway with a long telephoto lens. A southbound train from Summit was crossing the falls in the late afternoon on July 11, 1997.

available to Skagway from Juneau including L.A.B. flying service. The view from a small 6-seat Piper is spectacular. If you decide to fly, expect delays. The weather is frequently wet and foggy causing airline operational nightmares. I have spent hours in various southeast Alaska airports waiting for the weather to clear. On one occasion, the Juneau airport closed due to fog and my flight from Seattle diverted and canceled in Sitka. With no other aircraft available, the airline secured the services of a tour boat operator. The 30 minute flight from Sitka to Juneau took six hours by water.

Skagway has several rental car companies and a small car can be secured for around $50 a day. The WP&YR is largely inaccessible by road. There are several interesting photographic opportunities in Skagway, and there is a small dirt road to the Gold Rush Cemetery that follow the tracks a short distance out of town. The main highway starts to parallel the tracks across a wide valley about five miles north of Skagway. There are several outstanding views, especially the Bridal Veil Falls, although a long lens is necessary. The light here is best in the late afternoon. The track is out of sight until just a few miles before Fraser where the tracks again parallel the road.

The best way to photograph the railroad is on foot. Take the Fraser train to its first backwoods stop at the USFS caboose-cabin. Be sure to bring your own provisions including fuel oil for the caboose heater. The bunks are hard so some padding will come in handy, too. The caboose is rented by the USFS in Juneau for $25 a night. There are many photographic opportunities within a short hike. Watch out for bears! I came around a corner near the caboose and ran face to face into a large brown bear. We stared at each other for a few seconds before it turned and ran into the woods. Most bear encounters end this way, but a few do not.

Although I have not tried it yet, the stop at Glacier, higher up the pass, could provide some stunning images.

For accommodations in Skagway, I recommend the newly restored Golden North Hotel. The historic 100-year-old hotel features a four star restaurant and Southeast Alaska's only brew pup.

The WP&YR has turned into a tourist railroad success story, becoming the Klondike's contemporary gold mine. Ridership in 1997 was 213,000, up from 37,000 in 1988. The 40-mile round trip fare to White Pass Summit is $78.00. An 80-mile round trip to Bennett with diesels costs $156.00. The one way fare through to Whitehorse with a bus connection at Fraser is $95.00. The steam excursion to Bennett is $156.00 round trip. For more information, call the WP&YR at 800/343-7373.

Photography by Ernie Barry

PENNSYLVANIA-READING SEASHORE LINES — 1964

THE PENNSYLVANIA-READING SEASHORE LINES, a consolidation of the Pennsylvania's West Jersey & Seashore and the Reading Company's Atlantic City Railroad, was *the* railroad in southern New Jersey in the early diesel era. Adding to the appeal of the railroad was the fleet of Baldwin diesels on the roster, with S12s working the yards and AS16s on the freight and passenger trains.

By 1964 the PRSL passenger service, consisting of commuter trains from Philadelphia and Camden to Atlantic City and other South Jersey towns, was in decline. However, despite the road's purchase of a dozen RDC's, the Baldwins still held down many passenger assignments.

In the late summer of '64, Baldwin 6025 led a Cape May-bound train "into the hole" at Winslow Junction (**above**), swinging off the Atlantic City main onto the line that served Wildwood, Ocean City and Cape May.

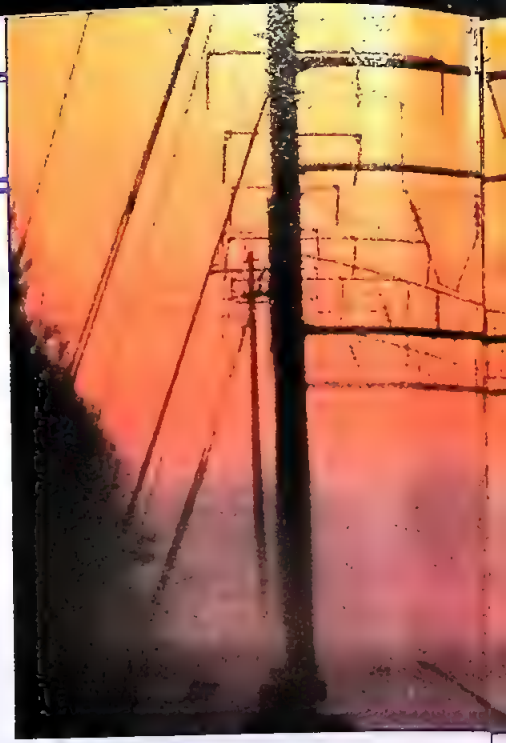
Commuter service to Millville was still running in 1964, and a lone Baldwin sat with a P70 coach at the "new" Millville station in front of the Wheaton glass plant (**right**). Millville's West Jersey & Seashore station at the center of town had been torn down a few years earlier, replaced by a Food Fair supermarket.

The nerve center of the PRSL was in Camden, where Pavonia Yard dispatched the freight trains. The locomotives were maintained, however, at Camden Terminal Enginehouse, whose roundhouse was still active in 1964. On a misty morning the roundhouse doors were open on strings of passenger cars and downtown Camden (**above right**).

Passenger trains to Millville continued until March 5, 1971. Cape May service lasted another decade. Camden Terminal Enginehouse was closed in 1965 and the site is now the "revitalized" Camden waterfront. Even the PRSL is gone, becoming a part of Conrail in 1976, and soon to be jointly operated by CSX and Norfolk Southern as part of Conrail's breakup in 1998.

SEASHORE LINES
PRR

Photo Line



***A HEAVY SNOW** from a few days previous still blankets Folcroft, Pennsylvania, as an Amtrak AEM7 leads a New York-bound train up the Northeast Corridor on February 4, 1996 **(right)**. The air is cold, and soon will get much colder as the sun drops below the horizon.*

Northeast Winter

***PALMER, MASSACHUSETTS,** could be described as the Crossroads of New England, as Conrail's busy former Boston & Albany route crosses the New England Central's former Central Vermont. On January 21, 1990, in the days of the CV, both the Palmer switcher and the road freight are working the town's small yard **(opposite bottom)**, the crews frequently stopping to clean the rapidly accumulating snow from the switch points. Soon the road freight will head north.*

***THE MILD WINTER OF 1996-'97** took a surprising turn late in the season when the biggest snowstorm of the year fell on the eve of April's Fool. Conrail SD40-2 6496 leads an eastbound out of the snow-shrouded portal of Pattenburg Tunnel on March 31, 1997 **(below)**. Before it was all over, Pattenburg would have 18 inches of snow cover.*

THREE KODACHROMES: STEVE BARRY

Clean and Green!

The Apache and its Alcos

by
Mike Del Vecchio

APACHE!

This railroad is one of America's last big bastions of Alco locomotives, and it labors daily in the desert of eastern Arizona. It's one of the finer Alco shows anywhere, and a recent image change brought a sharp-looking green and white livery to the three- and four-unit consists that contrast beautifully against the sandy desert backdrop. A regular feature subject in the rail press, the Apache operates nearly 40 miles of track between its headquarters 16 miles west of Snowflake and a BNSF interchange at Holbrook. It hauls roughly 16,000 cars per year, primarily for Stone Container Corporation's Southwest Forest Products paper and fiber board mill near the engine shops. The Apache Railway is owned by Stone Container, but it's operated as a separate company. There are other shippers on the line, including a lumber yard in Snowflake on what's left of the old main line to McNary, and a hog farm located about midway on the current main line. While the railroad does not welcome visitors at its offices and locomotive shops, Apache trains roll on a very predictable schedule and there are plenty of public places from which to view the clean, green Alcos in action.

A typical day

The Apache comes to life about 8:30 a.m. when the crews go on duty at Snowflake. The assembled consist then runs over to "the mill" to do the necessary drilling, removing outbound cars and spotting others. Once assembled, the outbound cars are rolled over a scale before making the big trip to Holbrook. All of this requires a few hours, and the road train is generally ready between 11:00 a.m. and noon. The crew may take a lunch break at Snowflake, or they can do it at Holbrook, depending on what happened at the mill that morning. Once on the road, the track speeds are moderate (averaging 30 m.p.h.), so keeping ahead of the train requires no hurried driving.

If there's switching needed at the Snowflake Pig Farm, located about 15 miles south of Holbrook, the northbound will stop. This work generally takes about 30 minutes. Once on the road again, the run to Holbrook takes about another hour.

At Holbrook the Apache crosses the Little Colorado River on a bridge that is fenced on the west side, and the train then heads west into the former-Santa Fe yard where its southbound cars are hopefully waiting. The crew pulls the entire train into the yard and does any switching necessary — often there's not any required switching — with the engines at the west end of the yard. The Alcos then run light to the other end of the yard to couple to the waiting train. During this move, the wise photographer will be on the north and west side of the yard on public roads waiting to catch one of the 90 BNSF trains a day that may pass the Alcos. Believe it or not, the BNSF has a mid-day lull around the time the Apache is in town, and shots of the BNSF and Apache together are not all that common. Even the recent "Holbrook Hot Spot" in the December 1997 *Trains* Magazine didn't include a photo of the Apache in town with a BNSF train.

***ON A COOL MID-MORNING** of October 7, 1996, the Apache Railway rolled over the scale **(above)** with today's outbound train. The Stone Container Corporation plant at Snowflake is in the background. Three C420s are just about to lean into the train **(below)** after leaving the scales. That afternoon, the trio were keeping a moderate pace near the Snowflake pig farm **(opposite)**.*

Once ready to go, the train again slowly crosses the Little Colorado River bridge and then performs just about the best four-axle Alco opera in North America. The climb out of the river valley is all of 2%, and the Alcos are audible for many minutes as they claw their way uphill. The 45-degree road crossing of East Romero offers a great vantage point, as the train can be seen crossing the river, with the town of Holbrook in the distance. The small shanty slightly south of the road is a terrific and ancient framing element. And it is possible to get from there to the next major highway crossing — Route. 377 — without any driving acrobatics, as the train slobbers and squeals its way through an S-curve with the train still on the grade. This show is worth the price of the plane ticket.

From Route 377, the going is relatively easy and at a leisurely pace. By now the sun in the west, but the train is nose lit and in view from public roads. Once again, the train may stop to switch cars at the Snowflake Pig Farm, but the afternoon set out usually takes less time than the morning pick up (no checking for connections and wheel chocks and hand brakes).

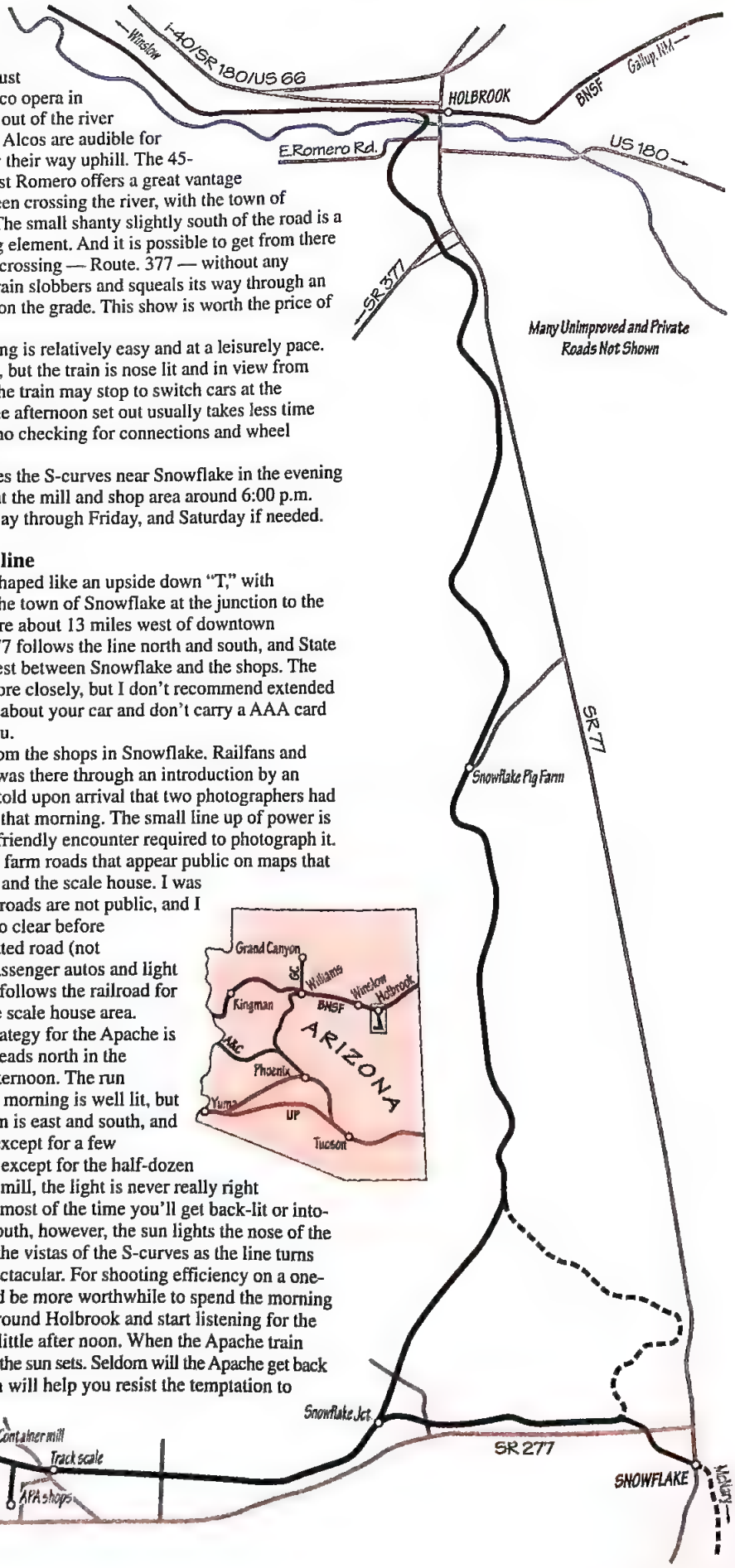
The train usually traverses the S-curves near Snowflake in the evening hours, and is usually back at the mill and shop area around 6:00 p.m. The Apache operates Monday through Friday, and Saturday if needed.

Photography along the line

The Apache Railway is shaped like an upside down "T," with Holbrook to the north and the town of Snowflake at the junction to the south. The shops and mill are about 13 miles west of downtown Snowflake.State Highway 77 follows the line north and south, and State 277 follows the line east-west between Snowflake and the shops. The dirt roads follow the line more closely, but I don't recommend extended driving on them if you care about your car and don't carry a AAA card and phone numbers with you.

Once again, stay away from the shops in Snowflake. Railfans and visitors are not welcome. I was there through an introduction by an industry contact, and I was told upon arrival that two photographers had already been asked to leave that morning. The small line up of power is not worth the hassle and unfriendly encounter required to photograph it. However, there are unpaved farm roads that appear public on maps that come within site of the mill and the scale house. I was told by a local farmer these roads are not public, and I once had to wait for a cow to clear before continuing. This dirt and rutted road (not recommended for typical passenger autos and light duty sports utility vehicles) follows the railroad for the first five miles out of the scale house area.

The best train-chasing strategy for the Apache is to remember that the train heads north in the morning and south in the afternoon. The run heading compass east in the morning is well lit, but for the run northward the sun is east and south, and thus to the rear of the train except for a few eastward curves. Therefore, except for the half-dozen miles heading east from the mill, the light is never really right for the northbound run, and most of the time you'll get back-lit or into-the-sun shooting. Coming south, however, the sun lights the nose of the train for the entire trip, and the vistas of the S-curves as the line turns west near Snowflake are spectacular. For shooting efficiency on a one-day visit to the area, it would be more worthwhile to spend the morning along the BNSF main line around Holbrook and start listening for the Apache coming into town a little after noon. When the Apache train shows up, follow it south until the sun sets. Seldom will the Apache get back to the mill in daylight, which will help you resist the temptation to visit. But those Arizona sunsets — especially if there are clouds in the sky — are among the brightest and most colorful anywhere.



If you follow the northbound run, by far the best shooting is along State 277 about seven miles west of Snowflake. There are tracks just west of Snowflake with customer sidings — that's the old branch to McNary that's only in service to Snowflake proper. The branch is only run as needed, so there's no way to predict a train. Meanwhile, seven miles west of town the road rises over some small hills, and the tracks are visible to the north (right). Pull safely off the road and climb one of the hills and shoot away — the train is in view for a few minutes as it traverses a series of reverse curves. The train can be seen several times between here and Holbrook, but each time it is backlit and colorless — the tracks are often behind fences and hills as it travels through range land most of the way. The bridge over the Little Colorado offers an interesting composition, but it, too, is backlit and colorless.

The runaround at Holbrook yard is worth shooting. As the train enters the yard, it faces compass west and into the sun. The yard lays along State 180 — former U.S. Route 66, the Mother Road — and the train can be shot from public property. Be careful, as the BNSF trains pass through here at 50 m.p.h., or faster for intermodals.

But if you do nothing else with the Apache, plant yourself south of the Little Colorado and on that grade somewhere for the southbound run. Even with a light train, the three- or four-unit consist, after rolling slowly over the bridge, must really bite into the hill to make it over the top without stalling. It's a dramatic show, indeed, on tangent track from the East Romero road crossing with the town of Holbrook in the distance. To follow the line south, get back out to State 77 and make a right on State 377 in about two miles. The crossing will be in view quickly, and the train must traverse a six-degree curve to reach it. Further south, the line follows State 77 near and far, and photos from the road and from

***THE GEM OF THE APACHE ROSTER** is C420 82, formerly Tennessee Central 400 (**above**). A trio of C420s are smoking on the 2% climb out of the Little Colorado River valley (**below**) and crossing East Romero Road. The sounds were as vivid as the sights.*

***ARIZONA'S AUTUMN SUN** is setting rapidly as the Apache C420s are climbing the final serpentine grade to reach Snowflake on October 6, 1996. With just minutes of light remaining, the shiny Alcos are, to borrow the most trite phrase in the West, heading off into the sunset.*

grassy knolls are plentiful. There is a dirt road leading to the Snowflake Pig Farm. The track there is on a long tangent, and you will beat the train by quite a bit. There is a dirt road that appears to follow the railroad more closely, but it's posted as a government testing ground — no trespassing — so I don't know what's down there. Several of the other roads that show on the map are private, and are gated and posted. However, if you get back on State 77 from the Pig Farm and drive straight to the S-curves west of Snowflake, you will only beat the train by about 15 minutes, or so. Further west, if the sun is still up, the dirt roads afford a great view of more curves, and the setting sun glints of the shiny units heading back to the shop. This road is treacherous — it cost our party a tire, and 15 minutes to change it.

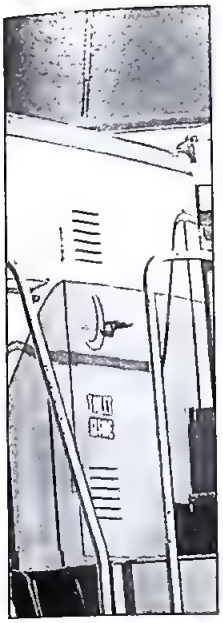
Railway and locomotive history

The Apache Railway Company was incorporated in 1917. It was built to support and serve the Apache Lumber Company in McNary, and it hosted passenger service into the 1950s. During steam days, the Apache was known for second-hand locomotives, though it bought its first new engine in 1919, a 90-ton Baldwin 2-8-2 with 48-inch drivers that turned out to be the last steam locomotive to operate on the line. Its last four steamers were the above Baldwin 2-8-2, a Santa Fe 2-8-0, a former C&IM 2-8-2, and a small Santa Fe 2-8-2, which were Apache numbers 300, 400, 500 and 895, respectively.

The diesel era on the Apache began in 1947 with the purchase of Fairbanks-Morse H10-44 No.100. A sister was purchased in 1948, the 200, and a Baldwin S12 switcher, No.600, followed in 1952.

As business increased, mostly from the addition of the paper mill in Snowflake near the shops, the road bought three Alco RS36s in 1962 (numbered 700, 800 and 900). In 1976, the Apache bought three RS11s from Southern Pacific (2921, 2925 and 2929 became Apache 901-903, respectively). In 1978, the Apache bought SP RS11 No.2930, and it became the 904. In July 1978 the road sold the pair of FM switchers to the South Central Tennessee. Steam returned to part of the Apache during the 1960s when the White Mountain Scenic Railroad operated out of McNary until 1976 using Sierra 2-8-2 No.36 and Santa Maria Valley 2-8-2 No.100.

Today, the Apache operates a quartet of Century 420s, 81-84, and two of the original RS36s, 800 and 900. The C420s are former L&N 1305, 1316 (nee-Tennessee Central 400), 1333 (nee-Monon 516) and N&W 415, respectively. All were rebuilt by GE Hornell in 1980 before going to the Apache, and all are equipped with dynamic brakes (N&W 415 was the only one of the four built that way). When parent Stone Container Corporation changed its image in the mid-1990s, so did the railroad. The fleet was rapidly repainted into a smart-looking green-with-white-stripe livery and a new herald, a design based on the previous blue and silver. During the U.S.



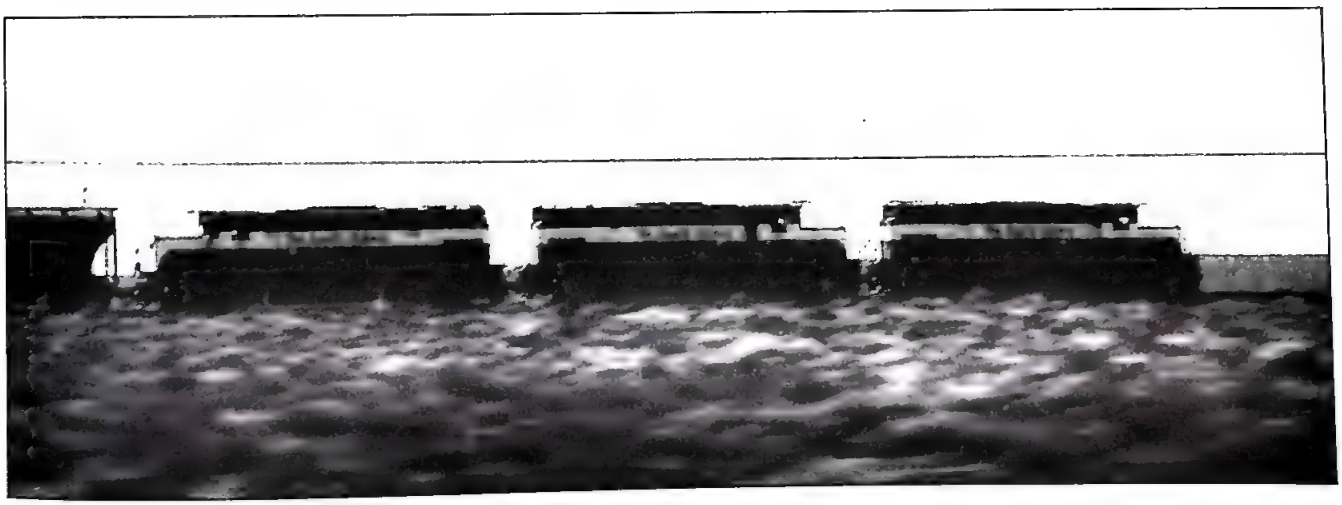
bicentennial in 1976, Apache responded by repainting its entire fleet in red-white-and-blue. An interesting spotting feature today is the small crescent moon on one side of the nose of the C420s. Why? Well, the nose contains — you guessed it — the out house.

New Century 424s

As this story was nearing completion, the story broke about Apache buying three former-Canadian Pacific C424s through Helm Financial. The CPR numbers are 4211, 4227 and 4233. Two of the three, the 4211 and 4233, were the sole motive power on CPR train 505 on December 6, 1997, out of Montreal. This was to be the last CPR train they would pull. The 4233 will follow shortly. Apache expects to rebuild them all as time permits, and put them in service. The new owner hasn't yet settled on new numbers, though there's talk of using just the last three digits of each unit. How the new units will affect the existing roster in terms of retirements isn't yet known either.

For years rumors were plentiful about the Apache retiring the Alcos. Indeed, it did investigate several scenarios to replace the Alco fleet with rebuilt EMDs. However, the timely retirement of the CPR units will keep Apache's desert dinosaurs roaming for the time being. Keep in mind that parent Stone Container Corporation was once looking to sell its rail lifeline, and it may decide to do so again with little notice. But rest assured, Apache management wouldn't have purchased new units if it didn't plan to run them for a while.

C420 81 is entering Holbrook, coming off the Little Colorado River bridge heading north on October 7, 1996. The crescent moon on a door in the nose of the C420s denotes — you guessed it — the outhouse **(left)**.



APACHE ALCOS are heading north along State Road 77 at just about noon on October 7, 1996. The line follows the highway closely in a few spots, but normally the mid-day sun is behind the train. Still, it's a lot of fun to pace the Alcos at speed across the deserts of Arizona.

Apache's Alcos

Number	Model	Built	Builder No.	Formerly
81	C420	6/64	84798	L&N 1305
82	C420	1/66	3438 1	TC 400; L&N 1315
83	C420	8/67	3490-10	Monon 516; L&N 1333
84	C420	12/64	3397 3	N&W 415
800	RS36	9/62	84116	bought new
900	RS36	9/62	84118	bought new
4211*	C424	7/65	84849	CP 4211
4227*	C424	11/65	84865	CP 4227
4233*	C424	12/65	M3436-01	CP 4233

All C420s rebuilt by GE at Hornell, N.Y., in 1980
*Apache numbers yet to be determined

The South's Shay

Graham County 1925 returns to steam

PHOTOGRAPHY J.M WRINN, EXCEPT AS NOTED

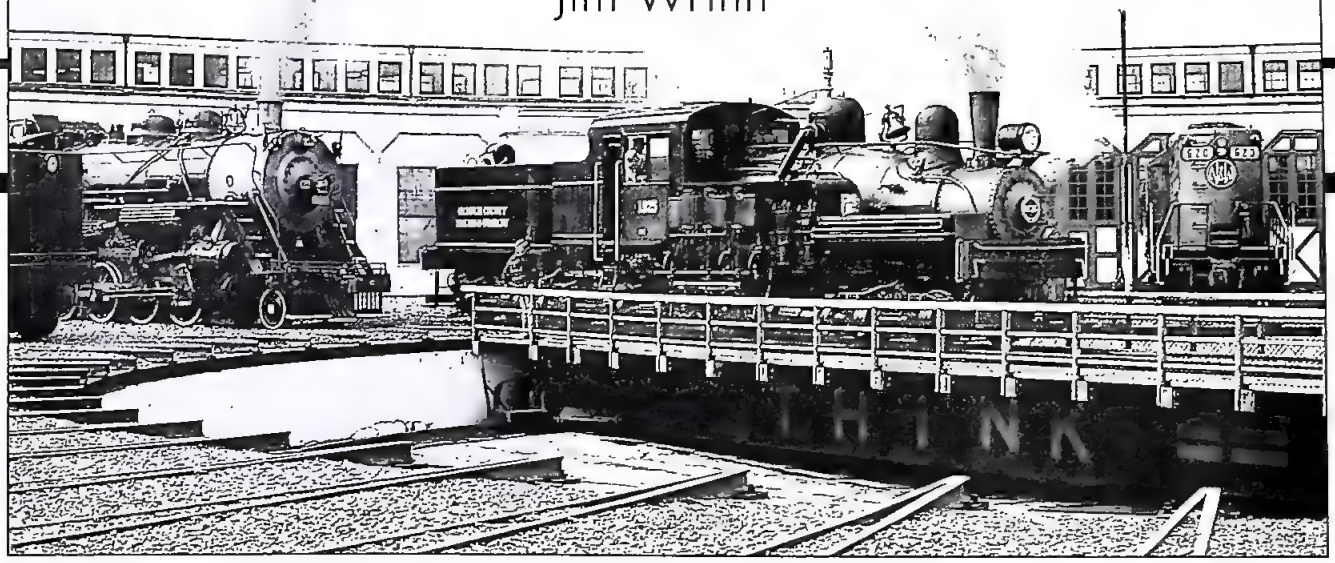
IN THE PIEDMONT of North Carolina, the state transportation museum at Spencer has renewed an unlikely machine: a Shay steam locomotive. What makes this even more remarkable is the absence of steam on the engine's gauge for 22-years. During that time the engine faced an uncertain future, a lengthy disassembly and ultimately salvation and a major rebuild. All of this culminated in Graham County Railroad Co. Shay No. 1925 taking to the rails once again in early June 1997, a rebirth that was recognized with the Locomotive Restoration Award from the Tourist Railway Association, Inc. (TRAIN) in November 1997.

Since the locomotive now runs on Spencer Shops' three miles of fairly flat trackage, this might seem like a fish-out-of-water story. Shays and their geared cousins, Heislers and Climaxes, spent their days in the valleys and hollows of the Appalachian Mountains. On rare occasions, they were deployed in the relatively flat Piedmont. But most of the 2770 Shays built spent their existences in deep forests on spindly logging tracks, where their power and ability were valued.

But it is rather appropriate that this museum — one that seeks to portray railroads from one end of the state to the other — should showcase one of these fascinating geared machines. After all, North Carolina railroading in the Appalachian Mountains was far different than that in the flat-as-a-pancake eastern part of the state. Also, logging railroads and shortlines powered by geared steam locomotives covered the South in the late 1800s and early 1900s. The first factory-built Heisler was delivered to a lumber operation in far eastern North Carolina.

The 1925 also represents the end of the steam era. While the Southern Railway dieselized in 1953, the Graham County Railroad was so poor that it continued with its Shays throughout the 1960s. When it ended operations in August of 1970, it was the nation's next to the last steam-powered common carrier. CBS News even dispatched Charles Kuralt to cover the last run for his "On the Road" series. The Gulf & Mobile in southern Alabama, with its Mogul No.97, took

by
Jim Wrinn



GRAHAM COUNTY SHAY 1925 *posed on the turntable at Historic Spencer Shops on June 8, 1997, while Spencer's Consolidation 604 (former-Buffalo Creek & Gauley 4) and Norfolk & Western GP9 620 looked on. A month earlier the Shay was peering through an open door into the museum's Bob Julian Roundhouse* ***(opposite)****. On February 1, 1968, the 1925 was running on the Graham County Railroad at the Gap of the Mountain in western North Carolina, ready to descend the six percent grade into scenic Nantahala Gorge* ***(below)****.*

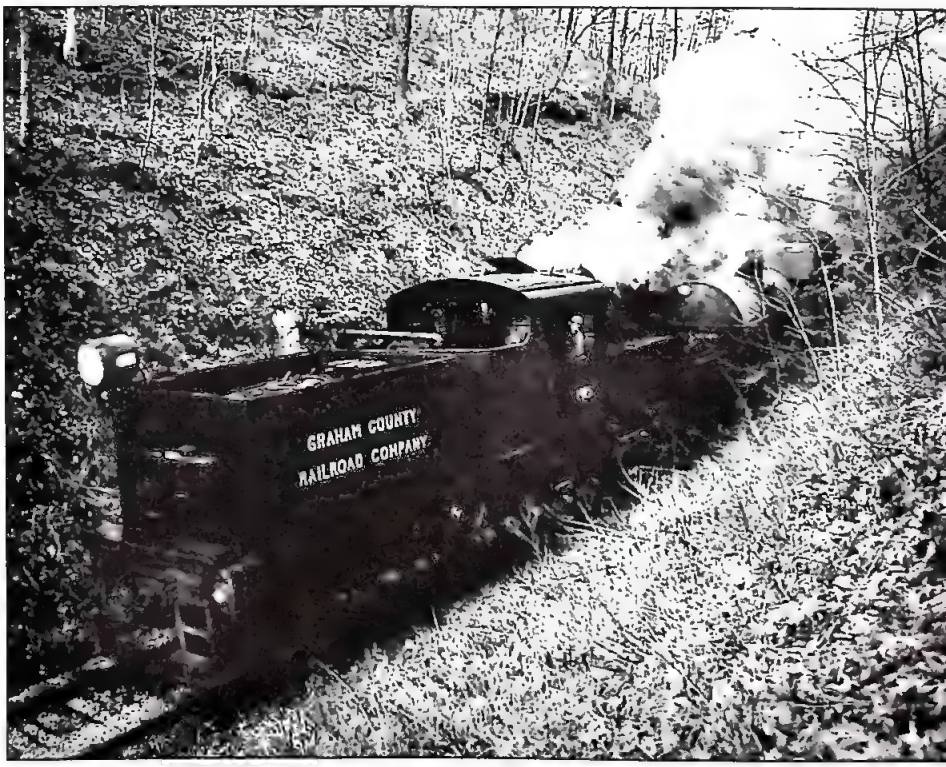
the final honors. In North Carolina, the 1925 was the end for steam, even if you count the line's brief rebirth which saw the engine hauling freight and passengers in 1973, 1974 and for a few days in 1975. More than just a geared engine, the 1925 earned her spot in the restored Bob Julian Roundhouse at Spencer by virtue of her role as the last of any kind of steam locomotive in operation anywhere in the state.

The Graham County Railroad

The road to salvation was as rough as the roadbed of the derailment-prone Graham County Railroad in its later years. But the engine's early years were a glorious time. The 1925 was an average engine as Shays go. You might think of the engine as a GP38 of Shays. Lima Locomotive Works of Lima, Ohio, built the engine in February 1925 for stock. The engine weighed 70 tons, operated on saturated steam (no superheater or piston valves, but the engine did have cast steel frame trucks and a steel cab), and burned soft coal. The builder sold the engine to the new Graham County Railroad later that same year for service on its common carrier line in deepest western North Carolina.

The Bemis family, storied in logging circles from New York State to West Virginia and finally North Carolina, built a mill at Robbinsville in the mid-1920s. The company finished the long-stalled Graham County Railroad (whose charter went back to 1905) and began logging the Snowbird Mountains along the North Carolina/Tennessee border in the mid-1920s. By day, the 1925 operated on Bemis subsidiary Buffalo-Snowbird (named for the two watersheds the line crisscrossed) penetrating the mountains for raw timber. The logs were brought back to the mill in Robbinsville, where finished lumber was cut. Operating mostly at night, the 12.6-mile Graham County Railroad provided a connection for the finished lumber and pulpwood on its way to Champion Fibre Company's giant paper mill at nearby Canton. The GCRR, you might say, was a railroad that went uphill in both directions. For some nine miles leaving Robbinsville, the line had a three percent climb up the valley of the trout-filled Talluah Creek. And at the Gap of the Mountain, the railroad clung to a shelf

JIM BOYD



in one of eastern America's most scenic areas: the Nantahala Gorge. Descending a six percent grade for almost three miles, the line wandered into the gorge where it connected to Southern Railway's almost equally famous Murphy Branch near Topton.

For years, No. 1925 was the GCRR's star locomotive. Other engines came, including a four-truck Shay, known as the "Big Four" to GC men, and another three-truck sister, which was given No.1926 upon its acquisition in 1940. Full scale logging ended in 1948, and after that the pair of three-truck Shays were reduced to hauling general freight — coal for the school house in Robbinsville, fuel oil for the local Esso distributor, finished lumber, pulpwood and some miscellaneous freight..

Then in the late 1950s, something unusual happened. Ed Collins, the Graham County's regular engineer since 1927, began noticing people following his train along U.S. 129. They stopped to take pictures and begged for a chance to ride the cab or the road's well-worn Southern caboose. Ed, a friendly man known to break out singing hymns as he piloted his Shay, obliged. With the end of mainline steam, people by the hundreds began descending on this corner of North Carolina to see the engines in action. The Shays and Ed became famous.

HEADING BACK TO ROBBINSVILLE *on February 1, 1968, Graham County Shay 1925 had the freight from the Southern Railway interchange near Topton in tow as it descends into the valley of the Talluah Creek. Later, the 1925-vintage Shay paused at the water tank for the short-lived Bear Creek Scenic Railroad tourist operation* ***(below)****. Don Pate, a veteran of the Norfolk Southern steam program, adjusted the safety valve on 1925 during the locomotive's revival to operation at Historic Spencer Shops on March 9, 1997* ***(opposite)****.*

TWO PHOTOS: JIM BOYD

Bear Creek and tourists

Trying to capitalize on the popularity of the Shays, the Bemis Lumber Company, the Graham County Railroad and Government Services, Inc., launched a tourist railroad in 1966. They called it Bear Creek Scenic Railroad, and it covered the southern-most end of the railroad, which left the highway behind for deep forests and an eye-popping view of the Nantahala Gorge. Mill flats were converted into open-air tourist cars (much like those in use at the Cass Scenic Railroad today in West Virginia), and several heavyweight Pullman cars were rounded up for a small museum built around a copy of Southern's Scottsboro, Alabama, depot.

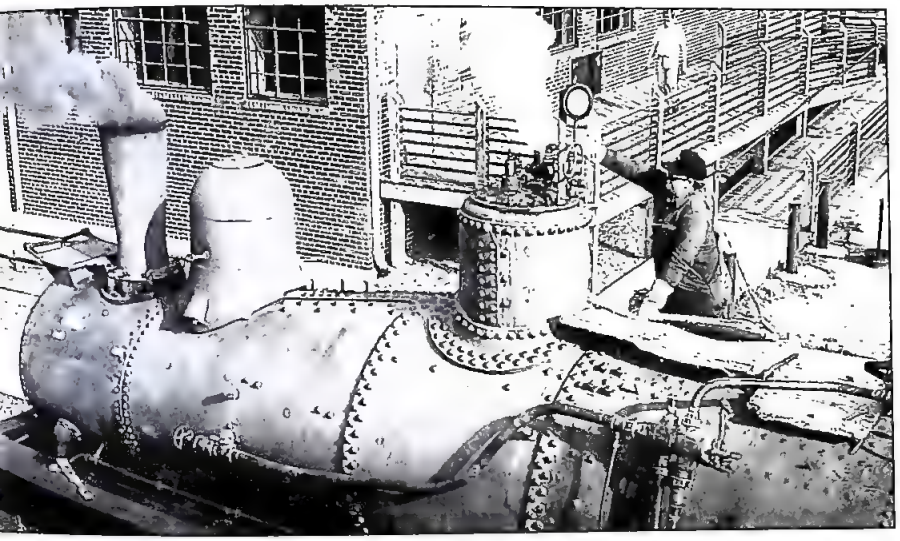
The No. 1926 was painted in a gaudy red scheme and put to work on the scenic railroad trains as "Ole Sidewinder." The No. 1925 continued trundling on in obscurity on the road's week-day freights. The 1925 was almost destroyed in an accident in July 1968 in which the engine lost its air brakes in the Nantahala Gorge and ran away. The engine slammed into an embankment and several cars derailed. The cab was smashed and the engine

pushed to the side as bulldozers cleared the line.

But a strange set of circumstances ensured its future. At nearly the same time as the derailment, the 1926's boiler was condemned. In the winter of 1969, the line took the cab, water tank and numerous other parts to its shop in Robbinsville and rebuilt one engine from the best pieces of the two. The survivor — the 1925.

Closing and opening and closing...

Unfortunately, this second chance came too late. The road had been running at a loss for 25 of the last 26 years. Its track was worn out. And the 1925, still needed a major overhaul if it were to continue for much longer. When the Bemis Lumber mill burned in 1970, the railroad's directors elected to abandon operations.



The railroad sat for two years, until a group of outside investors purchased the line. Thomas Ebright and Dan Ranger and a group called Bear Creek Junction, Inc., purchased the line. They worked on the 1925 to get it back into operation and named it for long-time engineer Ed Collins, now retired. They leased another Shay, former Brimstone No.36, from the Southern. Their plan was to put the 36 into operation to give them an opportunity to do a wheel-up major overhaul on the 1925. Their group restored the tourist trains, renewed the tracks to Robbinsville in early 1974 and were on their way to reviving the freight business line. Then a nationwide economic downturn crippled freight car loadings. A gas crunch hurt the tourist business. And major storms in the spring of 1975 washed out critical bridges. In June 1975, the 1925 hauled a few last carloads of freight before she was put into outdoor storage. For the second time, the Graham County Railroad went out of business.

In July 1982, the Graham County Railroad reopened yet again, this time under the flag of the National Railway Utilization Corporation of Philadelphia. NRUC was well known for running fleets of boxcars needed in the late 1970s to address a nationwide freight car shortage and take advantage of favorable per diem rules. A federal grant paid to rebuild the railroad and freight began flowing once again. The line operated a few tourist trains with its SW8 and removed the tubes from the 1925 with the aim of restoring the engine to operating service.

Unfortunately, when poor track conditions continued to plague the line, the boxcar shortage evaporated and traffic didn't meet expected levels, NRUC pulled out. The line closed in November 1983, this time for good.

The 1925 was left stranded, symbolically, midway on the line in front of the scenic railroad's depot. Soon, the engine's jacket began to rust. A load of coal that had been placed in the tender after the end of the line rotted out the bottom of the coal bunker. Vandals stole the bell.

Spencer to the rescue

Then in 1986, the state of West Virginia's Cass Scenic Railroad struck a deal to acquire the 1925 and the boiler shell, frame and trucks from the derelict 1926, which had been rusting in the weeds in Robbinsville. A local company was hired to move the engine to Cass, but a mishap during loading left the coal bunker torn and mangled. The engine was loaded onto a low-boy trailer for the trip, but the state of West Virginia and the rigger couldn't agree on a damage settlement. The engine was placed on cribbing in a contractor's lot in Robbinsville. The deal to get the Shay to Cass was dead. It looked like the 1925 would rust in pieces literally in the weeds a whistle-blast away from the right of way where she once ran.

In the spring of 1987, at the request of this writer, Tom Ebright offered to donate the engine to the North Carolina Transportation Museum at Historic Spencer Shops. The engine was transported to Spencer in four separate loads with the cab, smokestack and other parts arriving in fall 1987. The trucks came next. The water tank was on another flatbed truck. And the boiler, frame and mechanism arrived on a lowboy in the spring of 1988. Some cried when the engine left Graham County, but others knew it was the only chance for survival of the engine. The museum received its new prize, a Shay worn out by almost 50 years of hard use plus another 13 years suffering from exposure to the elements.

Restoration would be costly and time consuming. But soon after a Southern Railway derrick set the boiler and frame on the trucks, long-time boilermaker C.E. "Pappy" Spear and Shay project manager Richard Morse were in the firebox. The engine was pushed into the Spencer roundhouse for storage and display as is.

Restoration of the Shay began in earnest in 1991, when Diversified Rail Services completed the disassembly of the engine. The plan was ambitious: Take the engine apart, repair the entire locomotive and put it all back together again. The wheels were turned at Tweetsie Railroad's extensive shop near Blowing Rock, North Carolina. Tweetsie also rebuilt the three cylinders and mechanism of the engine. But the full-scale rebuilt was delayed once again when the museum received an ISTEA grant to restore the Spencer Shops Roundhouse. That task made the roundhouse less than suitable for a full-scale restoration. Shay parts were stored in boxcars, in the Spencer back shop and paint shop. Wheels were placed in the old car shed.

Some progress took place. The crankshaft was turned. The Bemis mill at Robbinsville was called upon one last time to saw lumber for the end beams and walkways shortly before going out of business forever. A new replica water tank —a welded version with replica rivet heads —arrived in late 1993, but it was only in late 1995, when work was far enough along on the roundhouse, that restoration of the Shay resumed.

Restoration gets serious

Steam Operations Corp., the company that kept Norfolk Southern's steam excursion locomotives running for many years, won a contract to

INSIDE THE SPENCER SHOP, *Rick Gore worked on repairing the cab of Shay 1925 in March 1997. In June 1997, Richard Morse adjusted the air pumps of the freshly outshopped Shay in preparation for its public return under steam* ***(below)****. The Shay hauled a caboose hop around the Transportation Museum's three-mile loop on October 11, 1997* ***(opposite)****.*

retube the boiler, install new staybolts and renew critical portions of the firebox. For some time, the work went on in a plastic cocoon inside the unheated and exposed roundhouse. Under Morse's direction, the boiler and frame were separated so a section of frame warped in the 1968 derailment could be renewed.

Throughout 1996, work continued. Don Pate, another NS steam veteran took on a contract under his Steam Restoration, Inc., banner to complete some boiler work and begin reassembly of the engine. With the completion of the Spencer Roundhouse, and the award of a major grant from Salisbury-based grocery store chain Food Lion, the museum's non-profit support organization, NCTHC, gave the green light to finish the project. NCTHC President Elmer Lam said it was time to finish the job that had begun nine years earlier.

Master Mechanic John Bechtel and his volunteers went to work. The boiler and frame were reunited. Volunteers assisted in the reassembly of the rebuilt trucks, which featured new bolts and springs. The injectors were disassembled and repaired. The work resulted in a cabless Shay, which was towed outside March 9, 1997, for a first test fire. That Sunday, the Shay (a convertible Shay with the top down, someone joked) sat outside the roundhouse and slowly built up 185 pounds of pressure for the first time in 22 years. Just before 5:00 p.m., Morse, this writer and museum volunteer Archie Fisher stood on the Shay and blew a whistle to celebrate reaching this milestone.

Under steam again

Throughout the spring, work continued. Bob Yuill, another NS steam program alumnus, received the contract for the final phase. The cab was sandblasted and a new coal bunker fabricated. The air pumps were installed. Fiberglass insulation and sheet metal jacketing went on. Volunteers assisted contractors in all phases. And one group of volunteers, spearheaded by Bill Weidemann and Fisher, installed all the piping for the air brakes and a wheel washing system designed to extend the life of the Shay's tires.

More shakedowns took place. Yuill and the volunteers continued to tinker away and minor problems — replacing a leaking staybolt here and adjusting a pin in the mechanism there. The 1925 lacked a bell, and Jim Bistline, the manager of the Southern's steam excursion trains for many years, stepped forward with the donation of an authentic Shay bell.

By Memorial Day Sunday, the Shay was on the ready track at the museum, accompanied by a 65-ton Davenport diesel switcher to supply braking until the completion of the Shay's own brake system. An appearance at the museum's annual Rail Days had been scheduled, and there was no time to waste. With the tuck of the throttle, engineer Richard Morse sent the 1925 into motion again for the first time in exactly 22 years and 11 months. Museum visitors stopped on their way out of the roundhouse. "You made my day," one tourist told a museum volunteer. "That thing is really unusual."

Over the next few days, Yuill, Morse, Bechtel and the volunteers tackled the thousands of tasks needed to complete a major restoration — brake piping, mechanism adjustments, tinkering with the cylinder packing. One nagging problem, a hot running journal bearing on axle No.2, demanded special attention: one of the wheel washing devices was redirected to the axle to spray water over the top to take away heat. Shay expert and one-time Graham County vice president Dan Ranger prescribed a special mixture of journal oil and STP to break in the stubborn bearing. The parts storage

pallets that covered one side of the museum restoration shop dwindled. And Bechtel and volunteer painter Doug Lyerly applied two coats of satin black to the locomotive.

On June 5th, the final parts had been applied. The brakes were made operable. And contractor Jeff Rumsfeld applied white lettering and striping on the cab, coal bunker and water tank to give the engine a late 1920s/early 1930s in-service look. The restoration was aimed at giving visitors an opportunity to see the engine as it might have appeared during its first 35 years of existence.

The next day, the Shay was fired up and moved solo under its own power for the first time in 22 years. The engine went to the museum's coal dock for five tons of coal and 3500 gallons of water. Then the 1925 locked couplers with its stable-mate, 2-8-0 No. 604. The Consolidation, former Buffalo Creek & Gauley No.4, has been the museum's only operating steam locomotive since 1987. One of the museum's goals had been placing a second engine into service so that two engines could be operated during special events and so regular maintenance could take place without taking away the opportunity for the public ride behind a steam locomotive. That day had finally come. Soon after the museum's diesel-powered passenger train tied up at 3:20 p.m., the two engines moved off the ready track and tied onto four cars. There is a short stretch of 2.6 percent grade at the north end of the museum property, and the two engines made a fine sight walking up the hill with the short train in tow. Smoke hung in the air for minutes.

The Shay sounded a lot like her old self, too. Members of Ed Collins family had closely guarded their patriarch's hooter whistle. For years they refused offers to purchase the whistle. Instead, they donated the whistle this day to the museum. "It's where it belongs, with the engine," said Jerry Collins, one of Ed Collins' sons. Jerry helped install the huge whistle.

June 7th saw the Shay's story come full circle. At 11:30 a.m. the 1925 was sitting under steam on a three-car passenger train at the restored Barber Junction depot on the museum grounds. Richard Morse sat in the engineer's seat. Fireman Archie Fisher stood in the gangway. Several hundred people watched as Ed Collins' grandson Eddie and great-grandson Edge, broke a bottle of champaign over the engine's front coupler. Some cried as 31 members of the Collins' family crowded around the engine for a portrait. Then the whistle sounded and the 1925 moved out on another run, to start a new life, to tell another generation about Shays and steam trains.

In the end, the 1925, ran a total of 28 miles the weekend of June 7th and 8th. The hot bearings on axle No.2 spread to axles 3 and 4 with the addition of a full load of coal. The engine operated at reduced speed for a Shay — six m.p.h. rather than twelve or 15. And a planned pair of doubleheaders was reduced to once each day. But the sight of the 1925 and 604 on six coaches still made a fine sight on the museum property.

The aftermath of all this was more tinkering with the journals to eliminate the hot bearing problem. Once that break-in work was completed, the 1925 and the 604 alternated duties on the museum's trains. The 604 is due for a full running gear rebuild soon, and the Shay will be needed to cover the museum's operating schedule.

Once all the tinkering is done, a plaque will be added along the frame of the water tank to call attention to the engine's namesake, Ed Collins. Then the 1925 will be ready to tell the story about Ed, the Graham County Railroad and thousands of other tales as the South's Shay.

Graham County Shay 1925 will power a photo freigh at the North Carolina Transportation Museum at Historic Spencer Shops on April 4, 1998. Tickets will be $25 for an all-day pass, including a night photo session. For tickets or information contact NCTM at P.O. Box 44, Spencer, NC 28159 or phone 704/636-2889.

BOOK DEPOT

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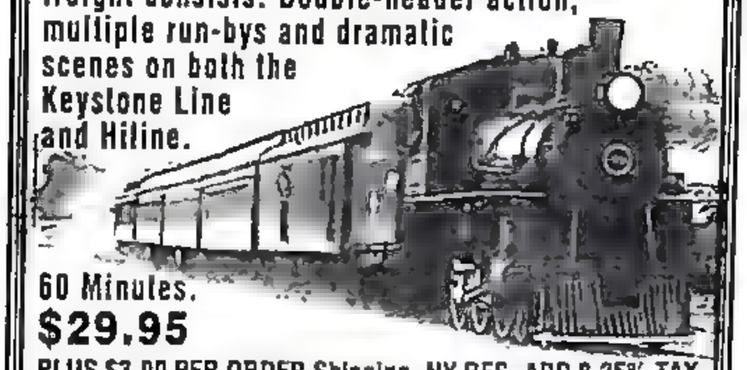

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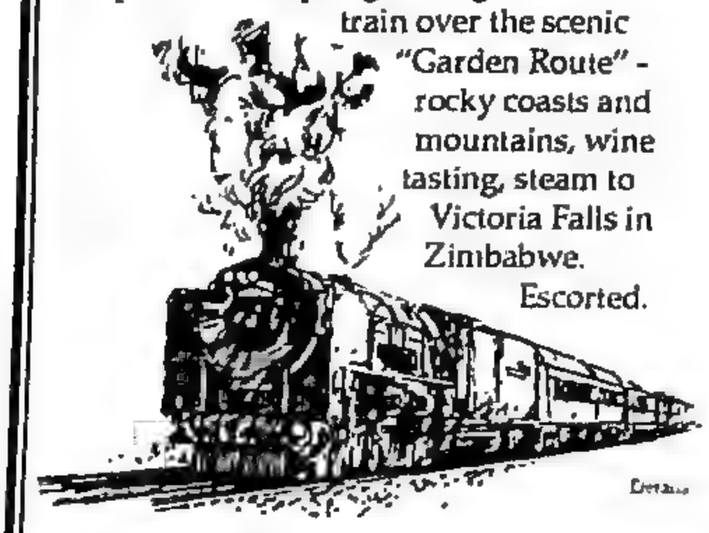

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ON THE MENU

by JAMES D. PORTERFIELD

Thriving in Diversity

IF TURNOUT (as in "attendance," not "railroad siding") is any indication, a recent gathering of the converted demonstrates that rail dining continues to flourish. This observation emerged from the recent national meeting of TRAIN (the acronym of *T*ourist *R*ailway *A*ssociation, *IN*c.), in Strasburg, Pennsylvania, where I was given an opportunity to do a presentation I entitled "At Last, Dining Car Operations Pay (For You)." When I asked G. Fred Bartels, President of both the Strasburg Rail Road and TRAIN, how many attendees I could expect, given that I was on the agenda for 3:30 p.m. Saturday, he said, "Plan for 40 to 50 people." Fred was kind enough to put me in a room with sixty seats. I entered, armed with a like number of copies of my handouts.

To my amazement, every seat was filled, and within 30 of the 90 minutes allotted me, another 20 people had entered and lined up around the walls. And a lively session we had, too, with animated discussions over everything from what are the ideal types of equipment to use to insure good-food-served-hot, to how to arrange a train set for maximum kitchen and wait staff efficiency, which financial and managerial structure works best (possibilities range from outright full ownership by one party to a financier leasing rail lines and equipment and contracting for food service and staff, meaning a total of five chefs are watching the pot), how do seasonal operations differ from year 'round trains, which promotional strategies work best and more. If that weren't enough gratification, consider the pleasure I got out of meeting so many of those about whom I write.

As if to confirm the diversity of rail dining interest and opportunity this meeting illustrated, some recent mail, culled from a stack of correspondence that has piled up during an extremely busy fall, yielded some of the following nuggets:

Sacramento Southern Railroad

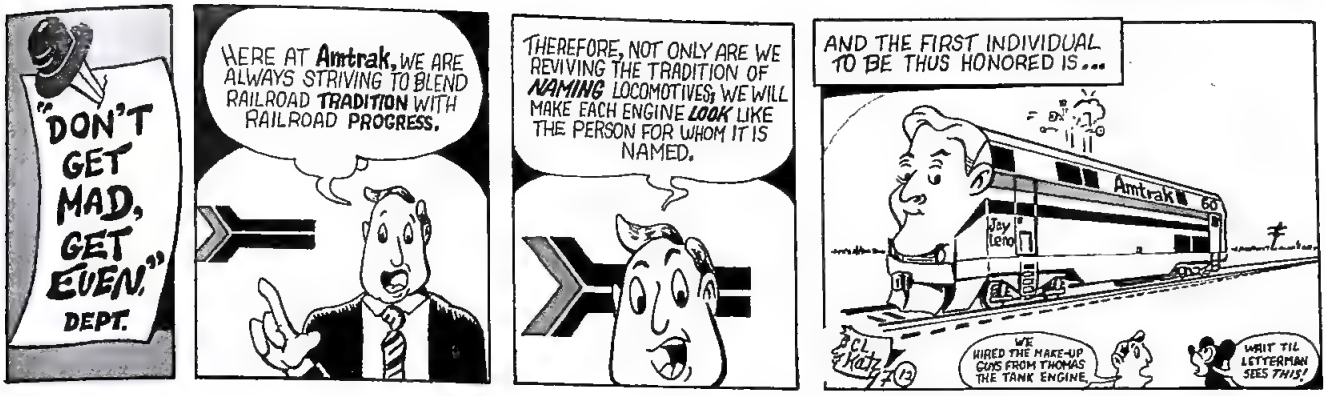
Kevin Bunker, with the California State Railroad Museum, sent details of the Museum's Sacramento Southern Railroad operating its first-ever dinner train. "The occasion," Kevin wrote, "was the debut of newly arrived Southern Pacific No.290, an 'Audubon' style diner and one of the *Sunset Limited* diners last used as part of the railroad's business train consist. It is still in circa-1980s *Daylight*-inspired colors. The CSRM wanted to do something special for its associate members at the Trainmaster level, thus the special run." The train, pulled by the Espee's E9 No.6051 and pushed by Western Pacific F7 No.913, consisted of the Sacramento Southern's Harriman Coach No.832, former-UP business car No.103 (the *El Dorado*) and former-SP and UP heavyweight observation No.1596 serving as lounge cars and the 290. The Audubon diner was graced with 14 faithfully hand-painted reproductions of original paintings by the great artist-naturalist John James Audubon, who had a park named after him in New Orleans. Each dining car patron was given a cloisonne *Sunset Limited* logo pin and a special edition menu describing the meal (all prepared from SP recipes). When asked if there were plans to launch a dinner train on the Sacramento Southern, Kevin said, "Not on a scheduled basis. However, this trip was a great success,

TWO PHOTOS: *NAPA VALLEY WINE TRAIN* / KETCHUM PUBLIC RELATIONS

THE *NAPA VALLEY WINE TRAIN* has added a former-Milwaukee Road "Super Dome" to its consist. Dubbed the *Champaigne Vista*, the full-length dome car was built by Pullman-Standard in 1952 for the Milwaukee's *Olympian Hiawatha* and carried number 52. The much-traveled car was later Canadian National 2405 (*Columbia*), then VIA 2705, Tour Alaska 7090 and finally Amtrak 9311, where it worked in *Auto Train* service. It now provides a perch for diners to view California' s lush Napa Valley **(opposite).**

RAILFUN

by CURT KATZ


"DON'T GET MAD, GET EVEN," DEPT.
HERE AT Amtrak, WE ARE ALWAYS STRIVING TO BLEND RAILROAD TRADITION WITH RAILROAD PROGRESS.
THEREFORE, NOT ONLY ARE WE REVIVING THE TRADITION OF NAMING LOCOMOTIVES; WE WILL MAKE EACH ENGINE LOOK LIKE THE PERSON FOR WHOM IT IS NAMED.
AND THE FIRST INDIVIDUAL TO BE THUS HONORED IS...
Amtrak
Jay Leno
WE HIRED THE MAKE-UP GUYS FROM THOMAS THE TANK ENGINE.
WAIT TIL LETTERMAN SEES THIS!

so we will no doubt run our 'dinner train' for special events in the future." In the meantime, SP 290 has taken up residence at the station in Old Sacramento.

Napa Valley Wine Train

Kevin closed his letter with a favorable comment — "pretty spiffy" were his exact words — about another dinner train's new equipment, the *Napa Valley Wine Train's*

Champagne Vista dome car. Described in a press release as "another first," and as "one of only a handful of 1950s-era dome cars in operation today," this former-Milwaukee and Auto Train double-decker railcar, built in 1947, offers an intimate wine tasting lounge on the first floor and a fine dining area on the upper level. Running twice a day (three times on weekends), it provides food, wine and train enthusiasts alike an experience that includes an expansive panoramic view of the heart of California wine country. "The car is filling up for virtually every run," says *Wine Train* spokesman Chris Hammond of Ketchum Public Relations in San Francisco. "And," adds Kevin Bunker, "it offers lounge and meal service all in one car." The three-hour excursion can be booked by calling the *Napa Valley Wine Train* at 800/WINE TRAIN; by visiting the *Wine Train's* web site at *http://www.napavalley.com/winetrain.html;* or via e-mail at *wtres@napanet.net.*

American Orient Express

David Wilde, whom I met on a run of the *American Orient Express,* wrote with news that demonstrates the importance of food on that private luxury train: "Executive Chef Panurat Poladitmontri, 'Rat' (pronounced 'rrrr-ah-t') to his friends, has been promoted to train manager (official title: Director, Passenger Services)." David describes occasions when he and his wife, on their two trips on the *AOE,* would come early to the dining car and Rat, in the tradition of fine chefs on trains everywhere, would graciously serve some of his native Thailand specialties. So taken were the Wildes by Chef Rat and his cooking and business partner Judy Lew's work in the *AOE* kitchen that they set up a business banquet for 15 guests at Rat and Judy's Seattle restaurant during a recent trip west. Describing that meal, Daniel Wild has a good suggestion: "I know that if you mention Rat and Judy's place, the *Saute Sate Restaurant* (1025 N.E. 65th Street; Seattle, Washington 98115; 206/525-6510), your readers might appreciate knowing the *AOE*'s food is available on solid ground. I am also sure our associates will get special treatment if they mention 'the train.'"

Track One

Finally, from Michael Bartels, who must surely travel throughout the midwest in perpetuity, an interesting twist on trackside eateries (or is it on dinner trains?). In response to speculation earlier (February 1997) over the first dinner train, he recalled a rather unique concept regarding rail dining in the early 1970s: "I was lucky enough to have dined at *Track One,* the Rock Island's stationary dinner train spotted at LaSalle Street Station in Chicago. The railroad had a bunch of dining cars, plus dining car employees they had to pay, so they decided to just open a restaurant. The consist included a diner and a lounge car together — off of the old *Golden State,* I think — for the restaurant. I ate there one lunch time and it was pretty good, although I'm sure they didn't get much traffic."

As you plan your railfanning activities for Summer 1998, may it comfort and encourage you to know that plenty of good eats and train treats (my apologies to McDonald's) await your enjoyment out there.

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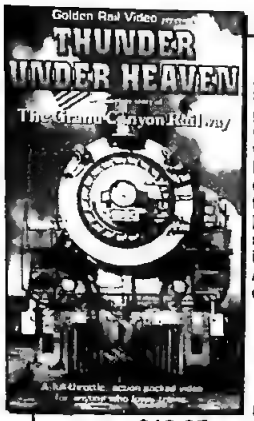

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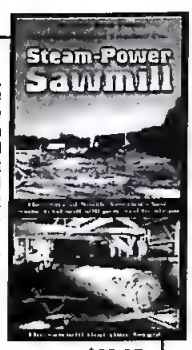

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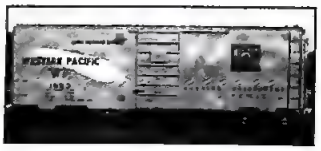

The Western Pacific was a perennial favorite of fans and modelers, and this new 128-page book looks at the diverse equipment of "The Feather River Route" from the 1930s until the 1985 Union Pacific merger and beyond. Ideal as a modeling reference, with over 275 photos and 76 official diagrams covering Steam, Diesel, Passenger, Freight, Caboose and Maintenance equipment. Complete with rosters and color section.

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VIDEOS

Washington State's Stevens Pass

Central Washington state is notorious for rain and cloudy weather but you would not guess at that from viewing **BNSF's Stevens Pass.** Railway Productions' one hour video journey takes one from west to east for approximately 105 miles from Gold Bar, Washington, to Wenatchee, across and through the Cascade mountains by way of such storied spots as Skykomish, Cascade Tunnel, Berne, Gaynor and Dryden. This is mountain railroading, Pacific Northwest style. Heavy grades tax the five to nine unit engine consists on the mostly double-stack and priority freight trains. Single main running with many passing sidings is the rule here. Power wise there appear to as many leased units from Helm, LMX and Montana Rail Link as BNSF's own engines.

Over its history, from its inception in 1893 onwards the route has been modified to ease grades, eliminate switchbacks and improve alignment. All of these previous segments are well documented to the extent that the prospective visitor's way is well mapped and points of interest from both a railfan's and historian's viewpoint are shown. The Skykomish Hotel appears to be the Cresson Station Inn of the West and the climb up Rock Mountain Trail gives a panoramic view of the railroad beneath as it snakes through the area around Berne.

This is an excellent tape with a restrained yet informative commentary. I highly recommended it. It costs $29.95 plus $4.00 shipping ($5.00 to Canada) and Indiana residents add 5% sales tax from Railway Productions, 8081 South Madison, Suite 243, Indianapolis, IN 46227; MasterCard and Visa users can phone 800/248-9670 — PETER MCGILLIGAN.

Feature reviews

Steam to Squamish from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333; Order code: BCRSQ; 42 minutes, $19.95, VISA/MasterCard/ Discovery/American Express accepted.

I was struck in viewing this tape just how long the British Columbia Railway's operation has been going on (it's been being covered in RAILFAN for more than 20 years). Here are two large and historically significant locomotives running a main line on an almost daily, year-in/year-out excursion program — a standard gauge *Silverton* sharing the rock walled route with manifests and supercabs. Workaday steam passenger railroading in the 1990s!

And "workaday" is the operative word here. The tape opens on an overcast September day (I assume 1996, though maybe 1997 — it's never identified) with both the *Royal Hudson* 2860 and ex-CPR 2-8-0 3716 preparing to depart North Vancouver on the regular Squamish train and a four-car

excursion charter respectively. Steamy shuffling in the yard soon picks up to a chase of the less-common 2-8-0 making its way north to Squamish, viewed from trackside with numerous runbys — it's quite a shock to see a 2-8-0 with ditch lights on the pilot beam where poling pockets should be!

After getting the Consolidation safely to Squamish, we shift to a different day under rich blue skies to pace and cab-ride *Royal Hudson* 2860 to Squamish. The engineer gets to demonstrate the *Royal Hudson's* distinctive "air motor" power reverse wheel, and we can observe the unusual offset cradle throttle and low-mounted brake valves. The stereo sound is satisfying as we journey to Squamish again, mixing the cab footage with nice lineside angles and some right-at-the-edge-of-the highway pacing shots.

Upon arrival at Squamish we get a quick tour of the townsite and a look at the lumber mills that line Howe Sound, including some fun shots of spirited little "boom boats" pushing logs into the sawmill. Then it's off for the return to North Van, with an impressive comin'-at-ya head-on runby to wrap up the action.

This tape is a pleasant look at the *Royal Hudson* and *Royal Consolidation* on one of today's most scenic tourist runs. The camera work is basic, smooth and clean, with the lineside angles typical of those that an experienced train-chaser would get. The velvet-toned narration ranges from informative to a bit overly simplistic, and a map or two would give the viewer a much better grasp of where the train runs and how that odd Y-shaped terminal at

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Squamish is laid out. But the cab ride is entertaining, and the scenery is undeniable.

An interesting bonus is more than ten minutes of previews of other Pentrex programs on BCR diesels, UP 844 through Royal Gorge, action on Tennessee Pass, the East Broad Top and the UP at Gibbon Junction. All are a nice counterpoint to the BCR steam action — JIM BOYD.

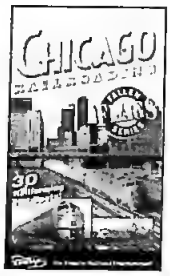
Southern Pacific by the Bay: A Thirty Year Look from Charles Smiley Presents, 18351 Blackhawk Street, Northridge, CA 91326; 818/366-2289; 90 minutes, color, $28.50 plus $3.00 shipping (Calif. res. add $2.35 tax).

This tape is an in-depth examination of the Espee's commuter operations in the San Francisco Bay area, primarily south to San Jose at the southern end of the peninsula. This 47 mile line not only survives but prospers today under the Caltrans flag. Famous long-haul trains of the past such as the *Larks* and the *Daylights* do show up also.

The great variety of equipment used is well documented. Much of Southern Pacific's well-worn veteran power was assigned to work this line as a final stop before the scrapyard. This, as well as the drying up of most lineside freight customers, is an experience shared by the Peninsula route and many other commuter lines across the United States.

After viewing this tape one will have a good idea of what was once an extensive harbor marine operation and also an appreciation for such terminals as the stately Third and Townsend edifice at the San Francisco end of the peninsula. What adds to the historical value of this tape is the extensive coverage of present Caltrans passenger service and present local freight service, some of it street running in what appears to be the inner city.

All in all I highly recommend this tape to anyone interested in commuter operations in general and/or the Southern Pacific in its flagship city — PETER MCGILLIGAN.



Classic Chicago Railroading from Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333; 84 minutes, color, $19.95 plus $4.00 shipping (plus $1.00 shipping for each additional tape; Canadian shipping $5.00; Calif. res. add 8.25% sales tax); Visa/ MasterCard/ Discover/ American Express accepted.

My first reaction when viewing this tape was "Oh, my!" Using 8mm movies shot by Dick Wallin during the 1960s and '70s, this tape covers 30 different Chicagoland hot spots and covers 32 railroads. It starts off with some really neat stuff, and just when you think it can't get any neater, it does.

The opening sequence is at 21st Street Junction, where we get a heavy does of PRR passenger trains behind E-units, a Santa Fe H12-44TS, Grand Trunk Western Geeps hauling CN heavyweight passenger cars, Norfolk & Western Geeps with Wabash coaches, Illinois Central's *Land O' Corn* (once again behind Geeps) and an Alco switcher from the Chicago & Western Indiana, the terminal company that served Dearborn Station. We even get to see the "Erie & Lackawanna" (for some reason, Pentrex likes to add ampersands to railroads that aren't ampersanded — in many of their NS steam tapes they call the railroad "Norfolk & Southern"). The *Broadway Limited* in all its Tuscan red glory and some GM&O Alcos finish off 21st Street Junction.

At Englewood we get a look at Rock Island's *Peoria Rocket* behind a DL109, as well as a look at New York Central passenger action. Then it's off to Roosevelt Road where a Rock Island AB6 (a B-unit body with a cab stuck in the flat end) in push-pull service with bi-level coaches. We see Wabash Trainmasters at Landers Yard and Belt Railway of Chicago action at Clearing Yard.

It's then off to Rondout Tower for some Elgin, Joliet & Eastern action (including a Baldwin center-cab switcher) and scenes of the Milwaukee, including a train with a *Skytop Lounge* trailing and the tower operator hooping up orders to a commuter train.

While the action has been primarily passenger up to this point, we then move to State Line Tower near Hammond, Indiana, where the freight activity increases. We see Monon BL2s, South Shore commuters and the "Erie & Lackawanna" again. Is the tape

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finished now? Actually, we've only finished the first 20 minutes of an 84 minute tape.

The rest of the tape is pretty much more of the same (which isn't bad — the good stuff just keeps coming). The *South Wind*, the *Empire Builder*, the *City of New Orleans* and more all make appearances, and there are plenty of multiple train scenes. The tape wraps up with a lot of early Amtrak action with E's and SDP40Fs.

The footage is well shot with no bouncing and the sound is all appropriately dubbed train noises. The narration is smooth and unobtrusive — in many cases, the narrator sets the scene, then just lets the trains roll by. If you are a fan of early diesels or the last of the privately run passenger trains, this is a must-get tape — S.B.

Coal Rides Again from Blue Ridge Productions, P.O. Box 2413, Reston, Virgina 20195-0413; 703/437-8255; 50 minutes, color, $19.95 plus $4.00 postage & handling (Va. residents add 4.5% sales tax); Visa and MasterCard accepted.

This tape immediately hit one of my soft spots when it opened up with low-level, running-gear shots of Western Maryland Scenic's 2-8-0 734 with banjo music playing. From the beginning, this is a good tape.

The narration is top notch and provides a lot of historical, background info on the early roots of the original Western Maryland, as well as interesting points along the WMSRR's right-of-way, all while following a Carl Franz photo freight charter: Helmstetter's Curve, Brush Tunnel, the Cumberland Narrows and Frostburg are all seen with a ten-car hopper train passing.

The camera work is steady-handed and the variety of different angles holds the viewers interest. This is a good tape for both the railfan and non-railfan alike.

I would have used electronic maps instead of zooming in on USGS ones and not referred to the non-moving 734 as an, "idling steam engine," but other than these two very minor glitches, the tape is top notch, almost flawless, with steady camera work and good narration. For more info on the 734 see RAILFAN & RAILROAD November 1997. To see 734 in action, buy this tape — C.K.

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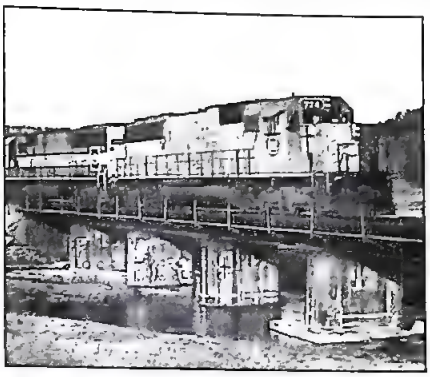

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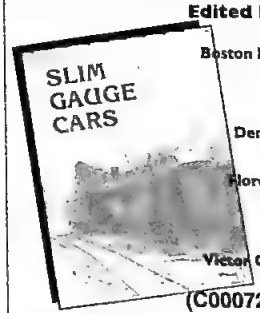

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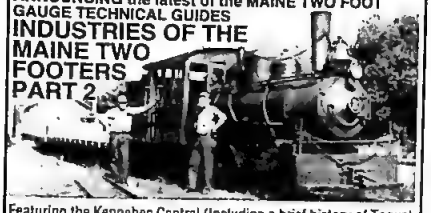

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TRANSIT CURRENTS

Old Colony Line

THE NEW HAVEN RAILROAD'S Old Colony Line commuter rail service into Boston ended in 1959. As of September 26, 1997, the Old Colony service has been partially reopened. Trains are now running along the Plymouth and Middleborough lines from south of Boston into South Station. After a number of years of reconstruction and upgrading of right-of-way and facilities, the service began once again. At present, for each of the lines, the trains run four times inbound in the morning rush hour and four times outbound in the evening rush hour. It is expected that about 10,000 passengers will use the service each day and help remove 7600 cars from the roads between the Old Colony area of Massachusetts and Boston. It is hoped the line to Greenbush, which has been very controversial in several of the communities it serves, will be reopened in the near future.

Weekend service on the line began November 29, with seven inbound and seven outbound trips. On December 1st there will be twelve inbound and twelve outbound trips a day on each of the two branches. Many thanks to Bill Crawford for the information.

New Trolley Line in Connecticut

As of the end of May, 1997, a new 1800-foot trolley line is in Connecticut. It is located at historic Lake Compounce, an amusement park now owned by the same people who own Kennywood near Pittsburgh. Begun in 1846, Lake Compounce is the oldest amusement park in the United States. When the Kennywood people took over a short time ago, they decided they wanted a real honest-to-goodness trolley line at Lake Compounce. That is where the Branford Electric Railway Association came in, as did their car No.1414. A classic Connecticut Company open car, No.1414 is leased to Lake Compounce by Branford. A small car house has also been constructed at the Lake Compounce park and No.1414 will be well protected from the elements. Many thanks to Alfred W. Riker, Jr., for the interesting news.

L.A. subway tunnels completed

At 11:10 a.m. on Wednesday, October 22, 1997, the tunnel-boring machine named *Thelma* made a hole in the last slender wall of dirt in the tunnels between Union Station in downtown Los Angeles and the San Fernando Valley.

Building the Los Angeles subway has been one of the most difficult and politically trying transit improvements in many years. The type of rock and earth that had to be drilled through was especially troublesome in the area between the North Hollywood and Universal City stations. Some of this was granitic rock; there was also sandstone and conglomerate, and there was basalt, more sandstone and conglomerate and finally shale. Because of the shifting of the plates upon which the land portion of the earth rests and the many earthquakes suffered in the Los Angeles area, what is found underground is tough going.

The fact that the Red Line subway cost far more than expected, and the Los Angeles County Metropolitan Transportation Authority board that has been racked with political problems, means further expansion of the subway may be difficult. Even so, the construction of the first tunnel line is a major event and an important break-through in more than one way in L.A.'s transit history.

There were many naysayers and many plus-sayers. The proof, as always, is in the performance and when the subway is finally finished and ready for use in 2000, perhaps the pluses will far outweigh the minuses. Many, many thanks to Frank R. Bauer and Martin Gombert for the information.

Baltimore Penn Station extension

The extension of the Baltimore Central Light Rail Line into Penn Station is only about a third of a mile long. It is a difficult third of a mile, however. Planning for the project got underway early in 1993. One difficulty is crossing over the Jones Falls Expressway by means of an incredibly tight curve. The track then has to descend very steeply in order to duck under Maryland Avenue. With a grade of 7.45%, it is about as steep as any light rail system anywhere. The rails here will be heated in the winter to make sure the cars can climb the grade to get out of the station. The line should be open by about the time you read this, along with the Hunt Valley extension and the extension into the Baltimore-Washington International Airport. Thanks to Marion J. Zych and Walter Cherivtch for the news.

Loop centennial

The Chicago Elevated Loop is 100 years old. The Loop unified the several elevated lines radiating from downtown Chicago in 1897. The first and second lines, opened in 1893, were the Lake Street Elevated Railway to the west and the line south to Jackson Park. The line that is now operated as the Congress service was called Garfield Park and opened in 1895; the route in the median of the Congress Street (now Eisenhower) Expressway was inaugurated in 1958. The Douglas Park elevated opened in 1895 as far as 18th Street; it was extended in 1896 to Western Avenue, in 1902 to Pulaski Road, in 1907 to Cicero Avenue and in 1910 to Laramie Avenue.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Partially Reopens

The Loop Elevated opened on October 12, 1897, to serve as a downtown terminal for rapid transit service. The South Side elevated was extended to Englewood in 1907. The Ravenswood line also opened in 1907. The elevated was extended to Howard Street and on to Evanston in 1908. The State Street subway opened in 1943 and the Dearborn Street subway was completed in 1951. The *Skokie Swift* began service in 1964. A new line down the median of the Dan Ryan Expressway opened in 1969. In 1970 a line embracing part of the old Metropolitan elevated line to Logan Square was incorporated in a rapid transit extension in the median of the Kennedy Expressway to Jefferson Park in 1970. The Kennedy Expressway line was further extended to O'Hare field in 1984. Finally, 1993 saw the beginning of Orange Line rapid transit service to Midway Airport.

A portion of the Jackson Park elevated, which operated above 63rd Street and east toward Jackson Park, was dismantled and cut up for scrap this past August. Some parts of the structure remains. A new two-block section was built several years ago as the new terminal, but it has never been used. According to Steve Scalzo, nothing has been decided about what to do with the remaining new structure; it may be dismantled. How the steel will be saved for future use is unknown. Thanks to Steve Scalzo for the above information.

Interesting Cleveland fan trip

Cleveland's original 1955 rapid transit cars were retired in 1986 when new rolling stock was received. Several of the 1955 cars were held in reserve for work service; restoration was begun on cars No.105 and No.109, which were to become garbage trains. Seats were removed and the bodies configured to accommodate trash containers.

As it developed, the two cars were never used for this purpose. No.109 was painted and rehabilitated. It was repainted again into its original livery and joined pioneer 1914 Shaker Heights rapid transit car No.12 for a display during the opening of the new $60 million Tower City station on December 17, 1990. After that event the cars were returned to their inside storage and since then have been scarcely seen.

Blaine Hays, an employee of the RTA rail shop and a director of the Northern Ohio Railway Museum, used his good offices to influence internal forces at the Regional Transportation Authority to allow the freshly restored but never used car No.109 to be operated on a fan trip for the museum on September 14, 1997.

As a charter, the trip on No.109 consisted of two and half round trips to the west side rapid transit line and a short visit to the rail shop to see car No.12, which was up on a lift undergoing motor repairs. There were a number of photo stops along the line and an extended visit to Brookpark Yards. Toward the end, the fan trip was supposed to go back to West 25th Street station, cross over the eastbound track, and follow a revenue car back east to Tower City. At the last minute the dispatcher decided to send the fan trip east on the westbound track from West 25th Street, which occurred at the

KODACHROME: BLAINE HAYS

CLEVELAND "BLUE BIRD" No.109 was used on a fan trip over the city's Regional Transportation Authority trackage on September 14, 1997. The car was built in 1955 and retired in 1986. After an attempt to convert it to a garbage train, the car was returned to its as-delivered paint scheme in 1990. The September fan trip marked one of the very few times the car has been outside since its restoration.

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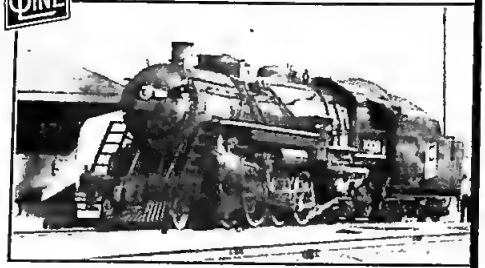

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identical time a revenue car was making the same movement on the next track over. The result was a trolley drag race between one of the modern Tokyu-built cars and the old Cleveland Blue Bird. The operator of the Tokyu car, with his cab window open, was slapping the side of his car in giddy-up fashion in an effort to hurry it along as it rolled over the Cuyahoga viaduct alongside No.109. The old Blue Bird kept up the pace with ease. It was a hilarious moment and a great conclusion to the trip. Many thanks to Blaine Hays.

Flashes

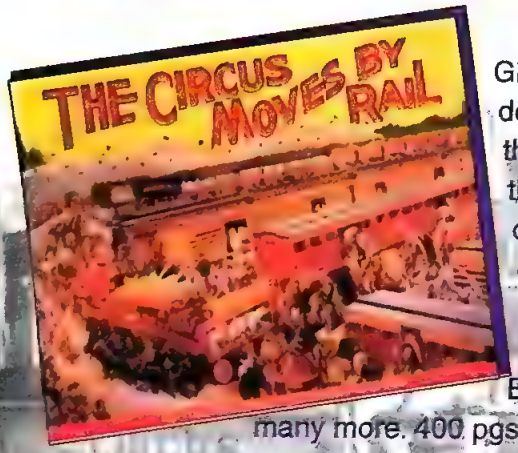
Sidney W. Earle, Jr. reminds us all that the coming purchase of Conrail by CSX and Norfolk Southern may leave some rights-of-way available for rail transit purposes. This thought has not been lost on the Central Ohio Transit Authority in **COLUMBUS, OHIO.** Unfortunately, COTA does not have any money right now. A map reveals rail lines and rights-of-way moving off in ten different directions from the heart of Columbus.

My good friend Dave Crawford has purchased erstwhile **RED ARROW LINES CAR No.13,** a 1949-vintage St. Louis Car Company creation. Dave and I both were regular users of car No.13 when we were growing up in the suburbs of Philadelphia served by Red Arrow. Dave, who now lives in Charlotte, North Carolina, purchased No.13 from a museum. Lots of work is needed but Dave hopes to restore the car and operate it on Charlotte Trolley, Inc., trackage. No.13 is expected to take at least a year to put back in operating condition. Good luck, Dave.

In Plattsburgh, New York, **BOMBARDIER**

THE CIRCUS MOVES BY RAIL

By Chappie Fox & Tom Parkinson



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TRANSIT CORPORATION is starting a major expansion of its rail car manufacturing plant. The plant will be increased from 63,000 to 133,000 square feet and construction should be done early in 1998. The reason for the expansion is two large orders: one is a contract for 680 R-142 rapid transit cars for New York City transit; the second is a contract for high-speed rail train sets for Amtrak's Northeast Corridor. Thanks to Tim Fischer and Ann McGuire for the information.

Communities in Broward County, Florida, are building support for the proposed extension of the **MIAMI METRORAIL** rapid transit line north to Broward County. When the Pembroke Pines City Commission voted against the idea last month, it was because of the proposed location of the line, not the service itself. Thanks to Mitchell Green for the information.

In August 1997, **CALTRAIN** began to replace the first of 164,000 feet of rail between the San Jose Diridon station and the Lawrence station in Sunnyvale. Continuously welded rail will replace jointed rail, which will make the ride quieter and smoother.

Work is now under way on finishing up restoration of the erstwhile Fonda, Johnstown & Gloverville electric railway car that eventually found a place on the Bamberger Railroad. Painting the car is a major part of the current work on the bullet car. The FJ&G cars are a modified version of the famous Brill-built cars that served the Philadelphia & Western for many years. The car, **BAMBERGER No.127** is being restored by the Orange Empire Railway Museum (P.O. Box 548, Perris, CA 92572).

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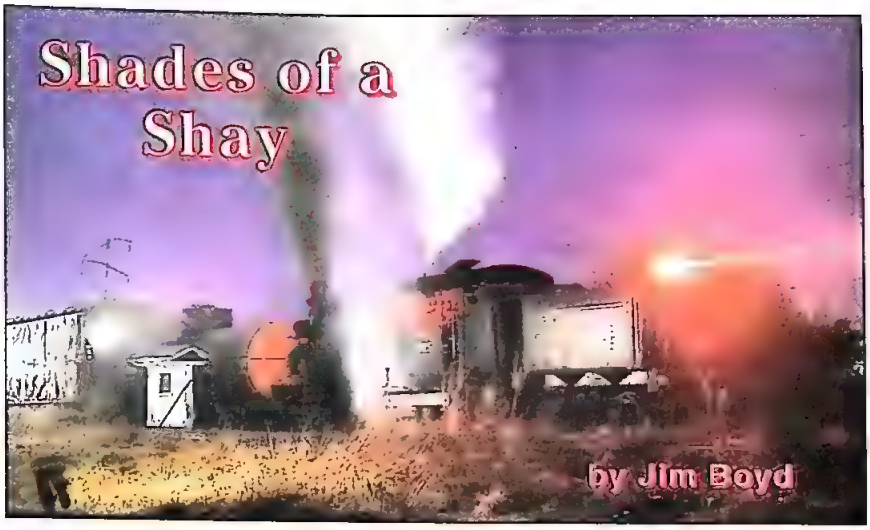

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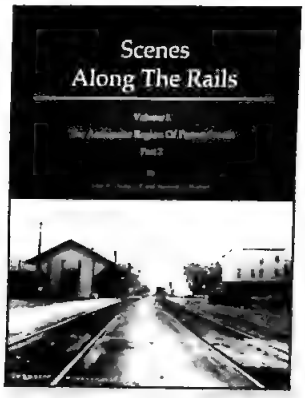

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EKTACHROME JIM BOYD

AFTER RUNNING TO THE SOUTHERN INTERCHANGE, Graham County Shay 1925 paused at the coal chute in Robbinsville, North Carolina, on February 1, 1968. Graham County was one of the last remnants of real steam railroading in the U.S. in the 1960s. Today, 1925 runs at Historic Spencer Shops.

toward the end of my month-long stay I decided to make a quick trip up to North Carolina to find the last freight-hauling Shays in the U.S.A. I telephoned the Graham County in Robbinsville to find out when they would berunning in the next week or so. They replied that they had a few cars to be delivered to the Southern interchange on Thursday, February 1, 1968. On Wednesday I wrapped up my work at Sandersville and told them I'd be gone the next day and then took off for an overnight drive into North Carolina. I remember the haunting beauty of the twisting road at the bottom of Nantahala Gorge as sheer rock walls appeared in my car's headlights in the darkness.

I arrived in Robbinsville as the first dawn light was beginning to glow in the east and found Shay 1925 already tied onto its short train in Robbinsville —nose coupled on a railroad with no turning facilities. With a small folding flashgun and Press 25 bulbs, I managed to get off one rudimentary night shot (**page 57**) before they whistled off and began churning their way into the soggy morning fog. I had finally "connected" with a real steam freight operation, and the exposures were about a fifth of a second wide open! Fortunately, a Shay is a very animated but slow moving beast, and I got some surprisingly atmospheric photos as it lumbered along the elementary trackage into the gradually brightening gloom.

The Graham County was one of those "real" short lines that was laid down decades earlier with minimal grading and the lightest possible rail. The track traversed farmyards, fence lines and creek banks — this was no welded rail spin-off of an as-yet-unimagined CSX! This was the true steam era short line railroading made famous by Beebe and Krause and Hastings. The fragrance of coal and steam emanated from the grand white billows of vapor that blended with the morning fog as the little train clattered its way down the "12.13 miles from Robbinsville to Junction (near Topton)" described in the railroad's one-inch entry in the *Official Guide.*

The northern end of the railroad out of Robbinsville follows a wide valley that abruptly drops off at the edge of Nantahala Gorge. The tracks punch through a tight, curved cut (**page 41**) and emerge on a ledge high above the wooded gorge and begin to drop steeply down toward the interchange with the Southern Railway's storied Murphy Branch. The actual interchange is not visible or accessible from the highways either above or below, so I just waited at a scenic overlook and listened as the Shay completed its switching and began its return trip, climbing the S-curving grade back toward the rim of the gorge.

A Shay moves slowly, and by the time it reached the open fields in the valley near Robbinsville, the sun was beginning to poke through the scud. Before the train entered Robbinsville, the sky was a bold blue. Of course, now my northbound Shay was back-lighted, but what the heck! The 1925 churgled its way past the strange-looking wooden coal ramp on the south side of town and eased its cars up to the sawmill drying yard at the end of the line. After spotting a few cars, it retrieved the weathered red caboose and ambled back down to the coal chute, where the fireman and a helper hand-shoveled coal into the locomotive's bunker (**above**). That would be their last move for quite a while, so I reluctantly made my departure and headed back toward Sandersville, satisfied that I had experienced one of America's last true working steam short lines.

The Graham County struggled on for a short while longer and tried to turn itself into a tourist railroad — the Bear Creek Scenic Railroad — while continuing freight service with a GE 70-tonner. But on May 25, 1975, Shay 1925 handled the last revenue loads to the Southern interchange, and the GrahamCounty called it quits a few days later.

Tony Koester and I visited the dieselized Graham County and rode the 70-tonner on a revenue trip in 1974, but it didn't quite recapture the mystery and majesty of that foggy morning with the Shay churning through the darkness. It did, however, reveal some aspects of Southern short line railroading that had survived into the modern world. General Manager Dan Ranger

recounted the tale of a rather distinctive Southern Railway chain flat that had been loaded at the sawmill in Robbinsville with some superb furniture-grade hardwood. He remembered the car because its number was almost digital: all "1's" and "0's." A few hundred feet from the hardwood mill was a furniture factory also served by the railroad — but bad blood in the past had created an ongoing feud between the sawmill and its adjacent logical best customer.

Freight cars are often dispatched for interchange with their loads in the care of a broker with a telephone, who may or may not have the car sold to a specific customer at the time the journey begins. Thus was the case with the chain flat that left Robbinsville behind a 70-tonner and disappeared onto the great Southern Railway System.

About two weeks later the crew recognized that same car when it showed up at the Topton interchange, billed to the Robbinsville furniture company. It seems the car had passed through the hands of a couple of brokers while it was on the Southern, and the final customer turned out to be located within sight of its point of origin. Nobody on the Graham County told the furniture company where their load of fine hardwood had originated from — but the Graham County Railroad collected both the originating and terminating rates for a car which traveled over a thousand miles! But then, that was short line railroading — JIM BOYD.

Apache attractions

When visiting the Apache Railway, take some time to visit the town on the line's north end. The area around Holbrook, Arizona, is fascinating and historic, and there's plenty to do. Lodging is available along I-40, or for local color stay at the famous Wig Wam along the Mother Road — Route 66 — next to the BNSF main line downtown. Just 40 miles west of Holbrook, you can be standin' on the corner in Winslow, Arizona, watching the BNSF trains (there's more great Route 66-iana in that town, too), and the picturesque Canyon Diablo bridge is about four miles of rocky road north of the Two Guns exit on I-40 (the bridge is invisible until you're standing on the edge of the canyon). Holbrook is the Navajo County seat, and it is still a trading town for the Apache, Hope and Navoji native American tribes.

Meanwhile, the BNSF intermodal trains pass by at 79 m.p.h. in spots along the Interstate — there's no better way to appreciate the Santa Fe than by pacing along a four-unit set of warbonnets through the night with the car windows open. The highway speed limit is 70 m.p.h., too.

The town of Snowflake is a prosperous-looking little hamlet, perhaps due to the paper mill served by Apache. Legend has it that the town was settled by Mormons, and named for two settlers, Erastus Snow and William Flake.

By all means, if in the area visit the Grand Canyon Railway — it's the best standard gauge, regularly scheduled steam show in the West, and it's only a few hours from Holbrook. The GCRy also operates a pair of classy-looking FPA4s when the steam isn't scheduled (call 800-THE-TRAIN). During my visit, I took advantage of the cheap airline fares into Las Vegas. I drove over the Hoover Dam (there's a big railroad museum being built in Boulder City, near the dam) and south to Kingman, and then drove on the original Route 66. This section follows the Santa Fe all the way to the GCRy in Williams, then on to Holbrook. A good time to visit would be the first weekend in October during GCRy's Railfan Weekend, when the steam road orchestrates special trains for photography — it's the last steam run of the year for the GCRY — and the sun shines every day — MIKE DEL VECCHIO.

Attention, photographers

All you photographers out there who want to contribute to R&R will be interested in the next two items. First, in our effort to better illustrate articles, we're going to issue a "photo call" via e-mail to anyone who is interested. We have the features coming up in the next four to six months roughly figured out (changes may need to be made for breaking news stories), so every month or so we'll send out an e-mail to let you photographers know what's coming and maybe you can help us illustrate it. Keep in mind, there may be some features where we'll favor the photos sent in by the contributing author (after all, he did all the writing so his photos would get published), but almost any story can use another photo or two from the outside. If you would like to get on the e-mail list for the photo call bulletins, drop me a note at *steveb@railfan.com*.

Second, we're going to revive PHOTO LINE on a semi-regular basis. For those of you who are new readers, PHOTO LINE was where we set aside several pages in an issue strictly for fine photography, usually with a theme each time. In a magazine that tends to emphasize news such as ours, we sometimes can't print photos that are of excellent quality but don't tie in with a feature or news story. The old PHOTO LINE was always in black & white, but we're going to start running most of it in color. If you would like to contribute, please send your submissions to R&R at P.O. Box 700, Newton, NJ 07860, and please indicate that you are contributing to PHOTO LINE in your cover letter. We'll hold PHOTO LINE submissions for up to 18 months unless you indicate otherwise — because PHOTO LINE will run on only a semi-regular basis, it may take awhile for a "theme" to come up where we can use your photos. If your photo hasn't run in 18 months, we'll contact you asking if you want your photo returned, or if we can "re-enlist" it for another 18-month tour. Any photos we feel we can't use within 18 months will be returned immediately.

Also, we are open to running PHOTO LINE featuring the work of only one photographer. If you have a "theme" you can illustrate with ten or 15 high quality photos, we'd be interested in hearing from you — S.B.

EastRAIL and Winterail

Just a reminder that two big multi-media rail-oriented show days are coming up. First, EastRAIL will be held in Hackensack, N.J., on February 28, 1998. This year also marks the 20th anniversary of Winterail, which will be held in Stockton, Cal., on March 14, 1998. Both events run all day and feature railroad-themed slide programs with lots of music. It's a great way to spend a winter afternoon. Check TIMETABLE for details on both shows. I plan to be at both events and hope to meet a lot of you.

Steve

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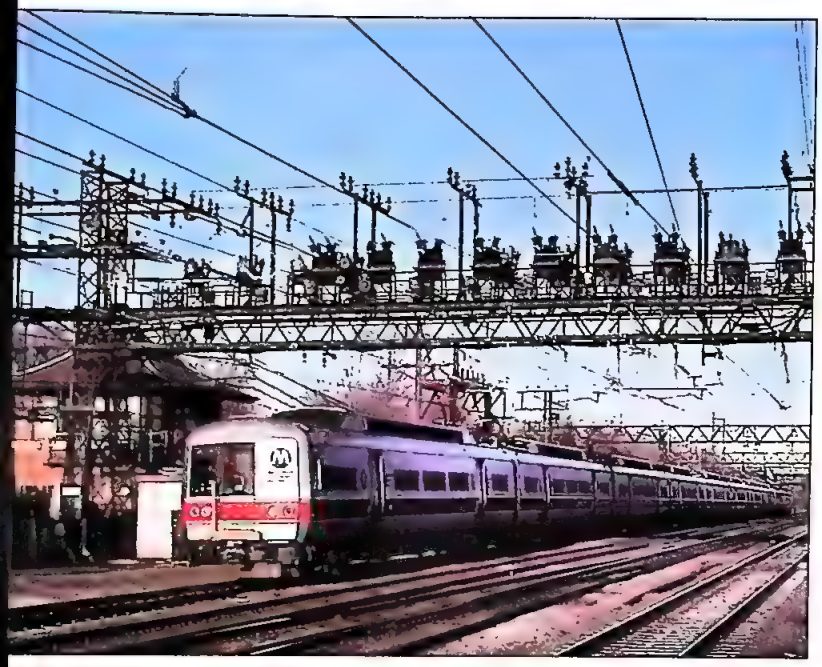

NEW CATENARY ON THE NORTHEAST CORRIDOR is appearing around the Rye / Harrison (New York) Tower area (**left**) as a Metro North M-2 with a newly painted red face passes underneath on November 29, 1997. The improvements to the infrastructire, referred to officially as "auto-tension catenary pulley and registration arms," is to be used for the developing high speed rail project on the Corridor north of New York City. Being replaced is the older "triangular catenary and floating beam" style (**below,** north of Stamford, Connecticut, on the same day) that was such a part of pictures taken of New Haven trains on this line. The project, which will see electrification to Boston, is scheduled for completion in 1999.

ABOVE and TOP KODACHROMES JOSEPH CALISI

RAILNEWS

KODACHROME CURT HOWELL

KODACHROME. FRANK S. NOVAK

UNION PACIFIC DDA40X 6936 was the victim of a picked switch in the early morning of November 6, 1997, at Perry, Oregon (m.p. 286). The 6936 was the third unit on a westbound stack train and was pulled off the track when the leading truck of the first well car derailed as it went through a switch at about eight miles per hour. Damage to the 6936 was limited to the five gearboxes and the 6600 h.p. unit was ferried to Salt Lake City for repairs. Centennial 6936 is normally assigned to UP's historic fleet in Cheyenne.

LTV MINING'S NEW ORE CARS are being placed into service. Car 3493 (**left**) headed up a string of seven new ones at LTV's Hoyt Lakes, Minnesota, facilities on September 3, 1997. The cars are identifiable by "LTVX" printed in white on the "B" end.

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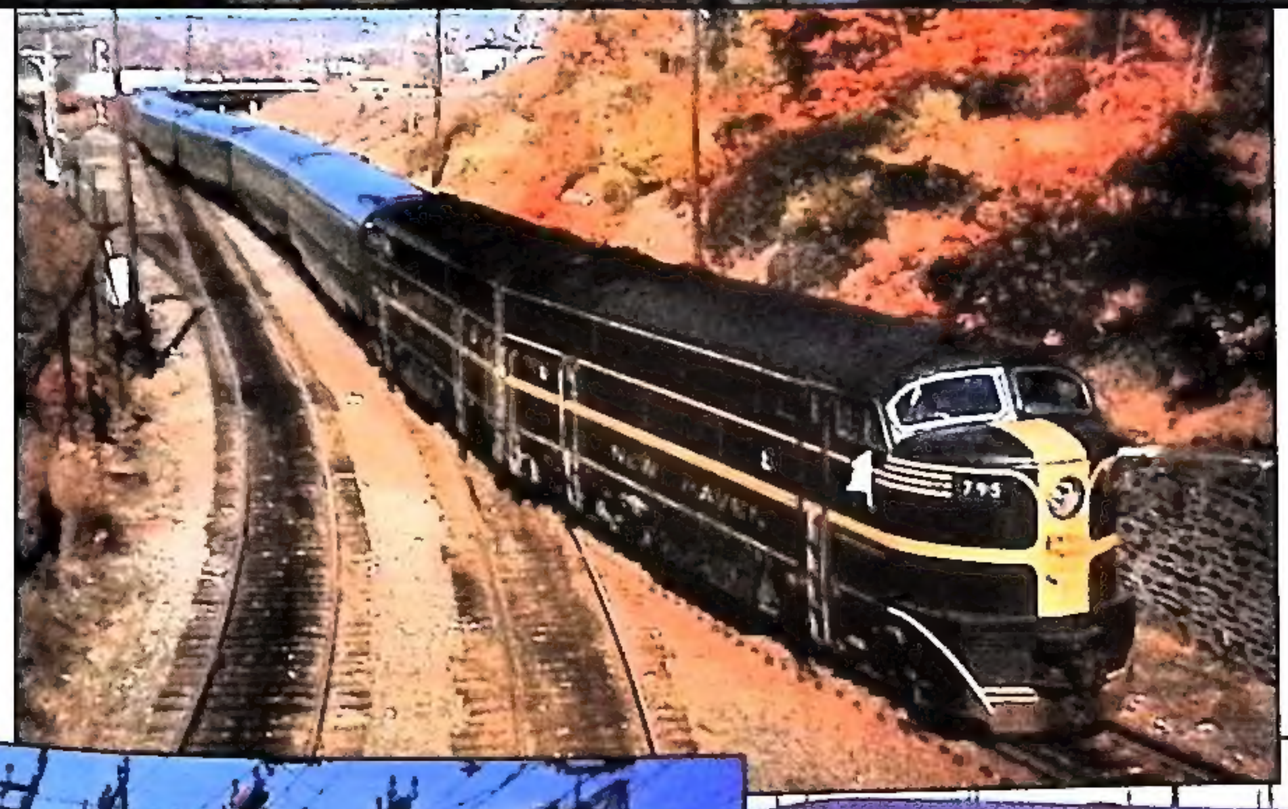

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KODACHROME: FRANK R. SZACHACZ

AMTRAK "WRAPPED" METROLINER coach 21979 was at Sunnyside Yard on November 3, 1997. The car is actually fully wrapped (not painted) and is advertising popular sneakers. The job was done by Amtrak's Bear Maintenance Facility workers.

KODACHROME: DAVID HURT

MERIDIAN UNION STATION is well on its way to completion in Meridian, Mississippi. The structure (**left**) should be finished by March 1998 and will serve Amtrak's *Crescent* passengers as well as buses, taxis and service to the local airport. See **www.railfan.com**.

FALL FOLIAGE TRAINS ran through northern New Jersey on the NYS&W with URHS's Lehigh Valley-painted F7s 576 and 578 (former C&NW 417 and 420). The special was seen crossing the Ramapo River (**below**) on Sunday, October 26, 1997.

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Definitive history of Electro-Motive first-generation diesels, restoration of original FT unit, EMD Open House. Includes extremely rare film footage of early EMD units, including original *Zephyr* trainsets.

JERSEY DIESELS: THE U BOATS 2 Hours $39.95
Definitive history of classic NJ Transit GE U34CHs. Includes archive film of Erie and DL&W steam and diesel predecessors, cab rides, line tours, plus night action, *ChoochCam*, farewell trip and locomotive montage.

K-4! PRR 1361 RESTORATION/OPERATION 60 Min. $29.95
Great program on PRR 4-6-2 1361 features history of K-4s, behind scenes coverage of restoration, first fire up and inaugural trip.

NEW! SUMMER STEAM SPECTACULAR 2-VOLUME SET!

VOLUME I: THE FABULOUS 4-8-4s 2 Hours *† $39.95
Four great 4-8-4s on one super tape! Summer '97 action includes SP *Daylight* 4449 on Stampede Pass. UP 844 3-day run through Royal Gorge (5 crews), Milwaukee 261 run to Galesburg RR Days, and C&O 614 on hi-speed Hoboken - Pt. Jervis runs with chopper shots!

VOLUME II: A FESTIVAL OF STEAM 90 Min. * $34.95
Summer '97 action includes Maine Narrow Gauge and Edaville 2-foot action, Western Maryland Scenic RR charter coal train, Ohio Central railfan weekend, Cass railfan weekend, CATS Rotary OY and *Eureka*, Nevada Northern, Heber Valley.

MASSACHUSETTS' MAINE ATTRACTION 60 Min. * $29.95
Complete history of the Maine two-footers and Edaville Railroad. Has vintage B&HR and SR&RL scenes, plus modern-day activities.

MEMORIES OF BURLINGTON DIESELS 30 Min. $24.95
Exciting action on Chicago - Galesburg Main Line features early *Zephyrs*, first-generation EMD units, many name trains!

MEMORIES OF CNJ, B&O, READING - I 30 Min. $24.95
CNJ Terminal with steam and diesel. Communipaw, Newark Bay Draw, Train Masters, Baldwins, other rare diesel power. Great sync sound!

MEMORIES OF CNJ, B&O READING - II 30 Min. $24.95
Bound Brook action in early sixties by Tom Nemeth. Alco, Baldwin, EMD, F-M diesels. Freight and passenger action plus fantrip steam.

MEMORIES OF ERIE DIESELS 30 Min. $24.95
Includes Jersey City - Starrucca mainline, NJ&NY commuter action, ferry ride. Features first-generation Alco and EMD diesel power.

MEMORIES OF LACKAWANNA DIESELS 30 Min. $24.95
Has passenger and freight action on Hoboken-Scranton Main Line and Boonton line, DL&W ferry ride across Hudson River. Sync sound.

MEMORIES OF THE NEW HAVEN 30 Min. $24.95
Includes tour of Main Line, Bay Ridge freight action, cabride over Hell Gate Bridge. Wide variety of diesel and electric power includes F-Ms and Alcos. Fully-synchronized soundtrack, maps, and graphics.

MEMORIES OF LEHIGH VALLEY - I 30 Min. $24.95
First-generation diesels in freight and passenger action on east end of LV. Includes LV trains pulled by GG-1s and engine change to PAs.

MEMORIES OF LEHIGH VALLEY - II 30 Min. $24.95
Main Line freight action, Bound Brook - Manchester with extended sequences in Sayre area. Has rare steam footage from 1940.

NEW! MORE GREAT LEHIGH VALLEY VIDEOS

MEMORIES OF THE LEHIGH VALLEY - III 30 Min. $24.95
Has NY Harbor scenes, PAs at Allentown, steam action including 1946 Santa train and cab rides, Coxton yard action, plus testing Turkish 2-10-0s on LV! Also includes Buffalo coal loader, steam snow plow.

MEMORIES OF THE LEHIGH VALLEY - IV 30 Min. $24.95
Colorful Alco, GE, EMD, and Baldwin diesels at such scenic locations as Easton, Lehigh Gap, Mauch Chunk, Sayre, Geneva and Victor. Superb soundtrack! High-quality full-color film.

MEMORIES OF STEAM IN NEW ENGLAND 30 Min. $24.95
Rare archive film of Maine Central, New Haven, and Central Vermont steam locomotives. Includes NH streamlined *Shoreliner* 4-6-4s!

MEMORIES OF STEAM IN THE NORTHEAST 30 Min. $24.95
Vintage steam scenes include LV, RDG, CNJ, DL&W, ERIE, D&H, B&M, power, plus rare shortline steam in Pennsylvania. Sync sound.

MEMORIES OF THE WESTERN MARYLAND 30 Min. $24.95
Steam and diesel action features 2-8-0s, 2-10-0s, Challengers, and great F-unit lashups in full color. Super steam and EMD 567 sound!

NEW! MEMORIES OF THE ERIE LACKAWANNA

VOLUME I: HOBOKEN TERMINAL TO ARDEN 30 Min. $24.95
Erie and E-L trains in action on NY Division between Hoboken, NJ and Arden, NY. Locations include Hoboken Terminal, Croxton, Passaic Jct., Waldiwick Yard, plus running through streets of Passaic.

VOLUME II: MOODNA VIADUCT TO BINGHAMTON 30 Min. $24.95
Freight and psgr. trains at Moodna, Black Rock Cut, Shin Hollow, Port Jervis, Hawk's Nest, Mil1 Rift, Shohola, Pond Eddy. Classic E-L power includes 5-unit RS3 lashupes!

VOLUME III: A SCRANTON DIVISION SCRAPBOOK 30 Min. $24.95
Trains in action between Orange, NJ and New Milford, PA. Locations include Water Gap, E. Stroudsburg, Pocono Summit, Nay Aug, Scranton, Factoryville Tunnel, Tunkhannock Viaduct.

THE MIDLAND AND TWO CENTRALS 40 Min. * 24.95
Film by John Swajkart includes NYC, IC, C&IM, and B&O steam power in action in the mid-fifties. Great color and sound!

THE NEW YORK & LONG BRANCH 60 Min. $29.95
History of NY&LB with color scenes of PRR K-4s, GG-1s, Sharks, PAs, etc. plus operation under PC and NJ Transit. Maps, narration.

NEW YORK CENTRAL STEAM SHOWCASE 30 Min. $24.95
Many classes of power! Locations include Main Line, plus Kingston Branch, Chicago, St. Louis, Kankakee, Syracuse. Maps, sync sound.

NEW YORK CENTRAL: ALONG THE HUDSON 30.Min. $24.95
Great archive film program features scenic West Shore Line and Hudson Division with classic first-generation diesels.

PENNSY STEAM 30 Min. $24.95
Full-color archive footage features famed T-1 4-4-4-4s in action, plus many other classes of PRR steam locomotives. Amazingly realistic synchronized sound, maps, graphics. A must for Pennsy fans!

THE PHOEBE SNOW 45 Min. $27.95
Includes history of famed DL&W passenger train, great full-color main line action scenes, even some steam! Includes maps, narration.

PRIDE OF ALTOONA: PRR 1361 60 Min. † $29.95
The legendary K-4 in exquisite trackside end pacing sequences, plus in-cab views. Great fall foliage! Filmed on Nittany & Bald Eagle Railroad Includes brief history of K-4s class. Stereo soundtrack.

MAIN LINE ELECTRICS

ACTION UNDER THE WIRES 60 Min. $29.95
Full-color archive film features GG-1s and other electrics in action on Main Line, Port Deposit line, NY&LB more! Maps, sync sound.

LACKAWANNA LEGACY 60 Min.*† $29.95
Nostalgic look at DL&W electric MUs has detailed historical background, complete tour of system, last day of operation.

THE MAGNIFICENT GG-1 60 Min. $29.95
This fine documentary covers development of GG-1 and has tour of NY to Philadelphia Main Line. Many different paint schemes. Great action!

RAILFANNING THE SILVERTON 2 Hours *† $39.95
Jim Boyd's tribute to D&SNG features complete railfanning and photo strategies, maps, plus archive Silverton scenes. Includes freight scenes.

RAILS TO ROANOKE 90 Min. *† $34.95
Memorable coverage of 1987 NRHS Convention with N&W 611 and 1218. Double-train runbys, 1218 on 4 freight trains, more!

RIO GRANDE ROTARY SPECTACULAR 90 Min. *† $29.95
Compelling full-color imagery of Rotary OY and 3 D&RGW 2-8-2s clearing snow on CATS. Four days of action, 3 camera crews!

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Enjoy contemporary steam from coast to coast! Over 30 locomotives in the most dramatic runby sequences from the extensive Mark I Video collection. Stereo Sound. Exquisite Betacam scenes by Marc S. Balkin.

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Inaugural excursion coverage includes assaults on Cajon and Tehachapi, 10 camera crews. Beautiful color, stereo sound.

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Reading 2102 pulls BM&R coal trains. Unusual freight-only action with hooter whistle, plus vintage film of T-1s. A real time warp!

ST. LOUIS STEAM SPECTACULAR 2 Hours $39.95
Official Video of 1990 NRHS Convention has multi-camera coverage of all ferry runs, excursions, *ChoochCam* action, plus cab rides.

STEAMFEST: SP 4449 AND SP&S 700 2 Hours † $39.95
See SP 4449, SP&S 700, and GW 51 in action on Washington Central, plus Yakima trolleys Includes runbys, *ChoochCams*, cab rides, pacing!

STEAMTOWN: HISTORY AND OPERATION 60 Min.* † $29.95
From Bellows Falls to Scranton, here's the history of Steamtown. Many different steam locos at both sites shown. Night action too!

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Spectacular full-throttle start-ups and driver-slipping sequences features towering exhaust plumes, great stack talk! Superb color Betacam . videography with stereo sound. From the camera of Marc S. Balkin.

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Acclaimed documentary traces growth of NYS&W from shortline to stack packs! Rare vintage film and contemporary action.

SUSQUEHANNA STEAM EXPRESS 80 Min.* † $29.95
Story of NYS&W 2-8-2 142 has history of Chinese steam and SY Class, Valley Railroad service, excursions in New Jersey, more!

*Narrated by Jim Boyd † Stereo Soundtrack

NOSTALGIC TROLLEY TOURS
30 Min. Each - $24.95

TROLLEY TOUR 1 .....NEW YORK AND NEW ENGLAND
Has Southern NY Ry., JW&NW, Springfield Terminal, plus Albany, Schenectady, Providence, New Bedford, and Boston trolley systems.

TROLLEY TOUR 2 .....SOUTHERN STATES, VOLUME I
Has Shore Fast Line, W&OD, P&N, H&F, plus Atlantic City, Savannah, Lynchburg, Roanoke, Norfolk, and DC Transit. Very rare footage.

TROLLEY TOUR 3 .....THE CONNECTICUT COMPANY
See ConnCo lines in New Haven area, open cars to Yale Bowl, plus trolleys in Holyoke and Springfield, MA.

TROLLEY TOUR 4 .....THE MIDWEST, VOLUME I
Cincinnati & Lake Erie; Stark Electric Ry.; Youngstown & Southern Ry.; Cincinnati Traction Co.; Mount Adams Incline; Cleveland Railway Co.; Shaker Heights Rapid Transit; Columbus Ry. Co.; Dayton City Ry.; Detroit Dept. of Street Rys.; St. Louis Public Service

TROLLEY TOUR 5 .....SOUTHERN STATES, VOLUME II
In-depth coverage of Hagerstown & Frederick plus Baltimore & Annapolis hi-speed line. Also features rare film of Knoxville Transit lines.

TROLLEY TOUR 6 .....IOWA INTERURBANS, VOLUME I
Extended full-color coverage of Waterloo, Cedar Falls & Northern; Cedar Rapids & Iowa City. See freight and passenger aciton on both lines.

TROLLEY TOUR 7 .....IOWA INTERURBANS, VOIUME II
Trolleys on Des Moines City Railway, plus Interurban lines Southern Iowa Railway; Iowa Terminal Railway; Des Moines & Central Iowa Ry; Fort Dodge, Des Moines Southern Ry

TROLLEY TOUR 8 .....PENNSYLVANIA VOLUME I
Very rare footage of Altoona & Logan Valley; Conestoga Traction Co.; Hershey Transit Co.; Reading Transit & Light Co.; York Railways; plus Philadelphia trolleys (includes Birneys and snow sweepers).

TROLLEY TOUR 9 .....PENNSYLVANIA VOLUME II
Lackawanna & Wyoming Valley (Laurel Line) coverage includes freight and passenger action plus Scranton Ry. Co.; Wilkes-Barre Ry. Co. trolleys.

TROLLEY TOUR 10 .....PUBLIC SERVICE COORDINATED TRANSPORT
Has rare footage of Hoboken Trolley elevated line, Union and Essex County lines, plus vintage trolley subway scenes.

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